CHEVROLET POLICE IMPALA 9C1

2016

IMPALA LIMITED

9C1 Model shown with aftermarket equipment

2016 IMPALA LIMITED POLICE PACKAGE 9C1 & 9C3

9C3 Model shown

9C1 Model shown

9C1 Model shown with aftermarket equipment

NO CHANGES FOR 2016

9C1 Model shown with aftermarket equipment

The Impala Limited 9C1 and 9C3 Model 1WS19 Police Car has been designed for police work up to and including high speed emergency vehicle operations. GM restricts the sale of police vehicles and they are not to be sold to retail customers.

STANDARD 9C1 AND 9C3 INTERIOR FEATURES

AIR CONDITIONING	Single-zone manual, with air filtration and environmentally friendly refrigerant R134A
BLUETOOTH	Not available
CRUISE CONTROL	Electronic with set and resume speed
CUP HOLDER	Cup holders with storage tray between bucket seats standard on 9C1. Cup holders standard on 9C3 with 40/20/40 seat.
DOME LAMPS	Auxiliary, interior, sustained illumination.
FLOOR COVERING	Carpeting front and rear (carpeted mats are available; see available options page)
GLASS	Tinted windshield, backlight and side glass
GLOVE BOX	Non-locking without light
MIRRORS, VISOR	Visor, left hand and right hand with covered vanity mirrors
MIRROR, REARVIEW	Inside rearview is manual day night with driver and passenger map lamps
NAVIGATION SYSTEM	Not available
ONSTAR	Not available
RADIO	Electronically tuned am/fm stereo with cd player, seek-scan, digital clock, auto-tone control, theftlock with integrated rear window antenna (radio delete is not available)
RESTRAINT SYSTEM[1]	Safety belts, driver and front passenger with pretensioners, dual stage driver and passenger frontal airbags, passenger sensing system and frontal airbag ON/OFF indicator, dual head curtain airbags for front and rear outboard occupants and front seat back mounted thorax-pelvic airbags
SEAT, FRONT	High density foam cloth bucket seats with seat back security panel, 6-way power driver and passenger seat adjusters (see seat and interior trim page) and manual reclining seat backs (9C1). High density foam 40/20/40 split-bench seats with fold down armrest, 6-way power driver and passenger seat adjusters (see seat and interior trim page) and manual reclining seat backs (9C3). Driver seat has manual lumbar control.
SEAT, REAR	Vinyl bench with high density foam non-folding seat back (see seat and interior trim page)
SMOKER'S PACKAGE	Not available
SPEEDOMETER/CLUSTER	140 mph certified analog speedometer, 5 mph increments with digital trip odometer and warning lamps. Driver Information Center includes 1 mph redundant digital speed display (see message center listing on speedometer/cluster page) For Certified Analog Deluxe Speedometer/Cluster see option (UH8) see available options page
STEALTH MODE	See exterior lamps control, see illustration section for description
STEERING WHEEL	Tilt-wheel with column mounted gear shift lever
THEFT DETERRENT SYSTEM	Vehicle PASS-Key® III+, content theft deterrent is disabled (to enable content theft deterrent option UA6 must be ordered)
TRUNK MAT	Heavy-duty (see illustration section for description)
WARNING LAMPS	Brake, safety belt, airbag[1], anti-lock brake, check engine (see speedometer/cluster page)
WARNING TONES	Key-in-ignition, driver door open, driver and passenger safety belt not buckled, headlamps on
WINDOW OPERATION	Power with driver express down, rear window lockout switch

1. Head curtain side airbags are designed to help reduce the risk of head and neck injuries to front and rear seat occupants on the near side of certain side-impact collisions. Always use safety belts and the correct child restraints for your child's age and size, even in vehicles equipped with airbags. Children are safer when properly secured in a rear seat. See your vehicle Owner's Manual and child safety seat instructions for more information.

STANDARD 9C1 AND 9C3 EXTERIOR FEATURES

BODY PANELS	Two-sided galvanized steel for all exterior body panels (except roof where not needed)
BODY SIDE MOLDINGS	Optional (see available options page)
DEFOGGER	Electric, rear window
DOOR LOCKS	Power non-programmable (automatic door locking and unlocking feature is disabled), child safety locks in rear doors. Driver door lock key cylinder only; key lock cylinder is not available in the front passenger door
HEADLAMPS	Dual halogen composite, includes flash-to-pass feature and automatic lamps control with daytime running lamps (to delete automatic control, see option 9G8 available options illustration section) Drilling headlamps is an alteration for which General Motors is not responsible for nor the effects of the alterations.
HORNS	Dual note
KEYLESS ENTRY	Includes two transmitters with non-functional panic button; the keyless entry system used on the police Impala includes a stealth mode feature. When the "unlock" or "lock" button is depressed, no exterior lamps or audible sounds are activated; however, the interior OEM dome lamp will illuminate unless option 7Y6 lamps, Inoperative Dome and Courtesy Lamps is ordered; during remote start feature, running lamps will remain illuminated (additional transmitters are available; see available options page)
KEYS	Two-sided, random code, for ignition, driver door and trunk only; single key locking system to operate entire fleet is available (fleet coded single key is available; see available options page)
LICENSE PLATE	Mounting hardware located in glove box; front bracket standard in states requiring front license plates; others must order option VK3
MIRRORS, REARVIEW	Body color, electric Left hand and right hand remote (heated mirrors are available; see option DK2 see available options page)
PAINT	Base coat/clear coat
TRUNK LAMP	Standard
TRUNK RELEASE	Electric, active with transmission in Park; button located on left side of instrument panel (ignition controlled release is available; see available options page).
UNDER HOOD LAMP	Not available
WINDSHIELD WIPERS	Intermittent, anti-lift with washer

STANDARD 9C1 AND 9C3 ELECTRICAL FEATURES

AUXILIARY POWER, FRONT	100-amp ignition and main power supply wiring under lower right side of instrument panel (see wiring provisions for 12-volt battery power supply see available options page)
AUXILIARY POWER, TRUNK	100-amp auxiliary power outlet in trunk (see available options page)
GROUND STUD	Auxiliary, located in trunk (see available options page)
LOCK-OUT PROTECTION	Not available, driver door can be locked with the key in the ignition. Lock-out protection feature cannot be activated
POWER OUTLETS	Two 12 volt, 20 amp, located on lower center of instrument panel. Battery power is present at all times
WIRING DIAGRAMS	See wiring diagrams section for description; also see Impala Police Package owner's manual supplement (located in glove box folder with standard owner's manual)
WIRING PROVISION, EXTERIOR LAMPS FLASHING	Forward lamp harness in-line connector for Exterior Lamp Flashing System (see option 6J7 on available options page)

STANDARD 9C1 AND 9C3 CHASSIS FEATURES

ALTERNATOR	170-amp with idle boost (transmission in park or neutral) controlled by battery energy level sensing
BATTERY	720 CCA 70-amp hour with battery rundown protection (does not protect customer installed equipment)
BODY	Body frame integral (unibody) Heavy-duty reinforced body components
BRAKES	4-wheel anti-lock disc brakes with police calibration and heavy-duty front brake pads
COOLING	Heavy-duty (high capacity) with 225-watt fans and extended life coolant; coolant hoses are EPDM (ethylene-propylene-diene monomer) rubber; silicone hoses are not required (coolant is DEX-COOL good for 5 years/150,000 miles, protects from -34° F to +265° F and against rust and corrosion) (see illustration section for description)
CHASSIS LUBRICATION	Lubed-for-life chassis
ENGINE[2]	3.6L V6 DOHC SIDI (spark ignited direct injection) engine with Variable Valve Timing (VVT) with FlexFuel (gas or E85 ethanol); includes wide open throttle air conditioning cut off (when overhead lamps, spotlamps, radio antennas, sirens, and other emergency equipment are installed, overall performance may be reduced)
EXHAUST SYSTEM	Stainless steel, single with dual outlets
FUEL TANK CAPACITY	17 gallon (64 liters)
OIL COOLERS	Engine, transmission and power steering oil coolers: external air-to-oil (see illustration section for description)
RADIO SUPPRESSION	Extended life - iridium tip spark plugs and wires that are designed to reduce radio frequency noise levels which may affect communications equipment including operating frequencies in the 38-MHz to 58-MHz range. The Impala is designed with unibody construction, and multiple grounding points are provided for the vehicle electrical system. No additional ground straps are added for the Police Package
STABILITRAK	Stability enhancement system. An advanced computer controlled system that assists the driver with directional control of the vehicle in difficult driving conditions. Each time the vehicle is started, the StabiliTrak system is fully on. StabliliTrak can be controlled by a StabiliTrak button (see illustration section for Stabilitrak button location and Stabilitak page for description). The condition of the system is displayed by an instrument panel StabiliTrak indicator light and Driver Information Center (DIC) Messages. Push once, Performance Mode is active and Traction Control is off, push and hold five seconds Traction Control and StabiliTrak are off, push again and Traction Control and StabiliTrak are turned back on
STARTER INTERRUPT	Prevents starter from engaging while the engine is running
STEERING	Power, rack and pinion
STRUTS, FRONT	Heavy-duty
SUSPENSION	4-wheel independent, firm ride and handling with increased ride height springs, heavy-duty front and rear stabilizer bars
TIRES	Goodyear P235/55R17 SBR blackwall, "W" rated with compact spare (full-size spare is available; see available options page)
TIRE PRESSURE MONITOR	Check Tire Pressure will show on driver message center (see illustration section for description)
TRACTION CONTROL	Deactivated when Police Performance Mode is engaged or by pushing and holding Traction Control button
TRANSMISSION	6-speed automatic, electronically-controlled transmission provides protection against over-revving the engine in low gear and a mechanical low gear blockout is not required; if a driver manually selects low gear and fails to manually upshift to high gear, the powertrain control module automatically protects the drivetrain. It can be manually shifted up and down with buttons located on steering wheel
WARRANTY	Maintenance and Warranty information (See Maintenance and Warranty section for description)
WHEELS	17" x 7.5" heavy-duty steel
WHEEL CENTER CAP	(9C1) Chrome bolt-on metal
WHEEL COVERS	(9C3) Full-size plastic wheel covers

2. E85 is 85% ethanol and 15% gasoline.

POWERTRAIN

ENGINE				TRANSMISSION		AXLE	
OPTION CODE	TYPE	DISPLACEMENT LITERS/CU. IN.	FUEL SYSTEM	OPTION CODE	TYPE	OPTION CODE	RATIO
LFX	V6	3.6/217	FlexFuel[2] (gas or E85 ethanol)	MXO	6T70 6-speed auto. with OD	F71	2.44

EMISSIONS - MUST BE SPECIFIED

FE9	**EMISSIONS.** Federal requirements
YF5	**CALIFORNIA EMISSIONS.** California state requirements
NE1	**EMISSIONS.** Connecticut, Delaware, Maine, Maryland, Massachusetts, New Jersey, New York, Oregon, Pennsylvania, Rhode Island, Vermont and Washington state requirements
NB8	**EMISSIONS OVERRIDE**. California (allows a dealer in states that require California emissions - California, Connecticut, Delaware, Maryland, Massachusetts, New Jersey, New York, Oregon, Pennsylvania, Rhode Island or Washington - to order Federal emissions for a vehicle that will be registered in a state that has Federal emission requirements). Do not use for vehicles that will be registered in California, Connecticut, Delaware, Maryland, Massachusetts, New Jersey, New York, Oregon, Pennsylvania, Rhode Island or Washington. **Requires (FE9) Federal emissions requirements. Not available in Maine or Vermont.**
NB9	**EMISSIONS OVERRIDE**. State-specific (for dealers ordering vehicles in (YF5) or (NE1) emission states - California, Connecticut, Delaware, Maine, Maryland, Massachusetts, New Jersey, New York, Oregon, Pennsylvania, Rhode Island, Vermont and Washington). **Allows a California dealer (YF5 emissions) to order (NE1) emissions with (NB9) emissions override code for registration in (NE1) states; or, a Connecticut, Delaware, Maine, Massachusetts, New Jersey, New York, Oregon, Pennsylvania, Rhode Island, Vermont and Washington dealer (NE1 emissions) to order (YF5) emissions with (NB9) emissions override code for registration in California.**
NC7	**EMISSIONS OVERRIDE.** Federal (for vehicles ordered by dealers in Federal emission states with (YF5) or (NE1) emissions - Not required for vehicles being shipped to California, Connecticut, Delaware, Maine, Maryland, Massachusetts, New Jersey, New York, Oregon, Pennsylvania, Rhode Island, Vermont or Washington) **Requires (YF5) California state emissions requirements or (NE1) Connecticut, Delaware, Maine, Massachusetts, New York, Pennsylvania, Rhode Island or Vermont state emissions requirements**

TIRES W-SPEED RATED

MANUFACTURER	QUANTITY	SIZE	SPEED RATING	TYPE
Goodyear	4	P235/55R17 SBR blackwall	W	All Season BW

NOTE:
- ***Compact spare is standard (full-size spare is available see option RUF see available options page)***
- ***Due to specific requirements for performance, durability and safety, gm recommends only the original equipment tire for replacement***
- ***Tire plies = 5 Ply Tread 2 Polyester, 2 Steel and 1 Nylon. Sidewall 2 Polyester***
- ***Tire chains - Do not use tire chains. There is not enough clearance. Tire chains used on a vehicle without the proper amount of clearance can cause damage to the brakes, suspension, or other vehicle parts. The area damaged by the tire chains could cause loss of control and a crash..***

2. E85 is 85% ethanol and 15% gasoline.

SEATS AND INTERIOR TRIM

		SEAT OPTIONS	EBONY
STANDARD (9C1)	Front: Cloth buckets (power driver and passenger) Rear: Vinyl bench (non-folding seat back)	AR9	19G
OPTIONAL (9C1)	Front: Cloth buckets (power driver and passenger) Rear: Cloth bench (non-folding seat back)	AR9	19E
STANDARD (9C3)	Front: Cloth 40/20/40 split-bench Rear: Cloth bench (non-folding seat back)	AN3	19C

AVAILABLE EXTERIOR COLORS *Actual colors may vary*

Silver Ice Metallic

Black

Summit White

Ashen Gray Metallic

For paint schemes see page 10

Actual colors may vary

SEO PAINT AVAILABLE

COLOR DESCRIPTION	WA#	CODE1	CODE2
Adriatic Blue	121A	BEA	BFE
Olive	311B	BEB	BFF
Blue	5120	BEQ	BFU
Neutral	5236	BEC	BFG
Driftwood	5322	BER	BFV
Blue	5665	BED	BFH
Gold	5749	BES	BFW
Beige	5845	BEE	BFI
Blue	7153	BET	BFX
Blue	7159	BEF	BFJ
Brown	7262	BEU	BFY
Brown	7801	BEG	BFK
Silver	7840	BEV	BFZ
Blue	7868	BEH	BFL
Blue	7888	BEW	BGA
Blue	7889	BEP	BFT
Green	7964	BEI	BFM
Blue	7999	BEX	BGB
Blue	8380	BEJ	BFN
Gray	8381	BEY	BGC
Yellow	8401	BEK	BFO
Green	8412	BEZ	BGD
Rose Metallic	8431	BEL	BFP
White	8554	BFA	BGE
Black (41U)	8555	BEM	BFQ
Summit White (50U)	8624	BG8	BGK
Blue Black	8743	BFB	BGF
Silver	9021	BEN	BFR
Blue	9382	BFC	BGG
Tan	9403	BEO	BFS

ACTUAL COLOR MAY VARY

To accommodate customers who require special painted vehicles, orders will be sent to Kerr Industries who will special paint the cars once they are built. Please note: **this ordering process is substantially different from the way special paint is ordered on other vehicle lines and requires an additional charge. See your local dealer for current pricing**.

It is recommended that the customer review the first vehicle painted when special paint is ordered, however it is not mandatory. If the customer chooses not to review a pilot vehicle, Kerr Industries will require sign off by the customer before the vehicle will be released.

Customer and dealer costs associated with accommodations and travel for in person review of special paint are the responsibility of the dealer.

TO ORDER SPECIAL PAINT

- RPO White 50U or RPO Black 41U must be ordered
- The 4-digit special paint code in paint code 1/paint code 2 fields will be replaced by options denoting code 1 and code 2 colors
- Paint scheme codes will be replaced by options
- Solid color option is AAS
- 2-tone color option is AAT
- When special paint schemes are ordered only class A surfaces will be painted; mirrors and handles are NOT painted. For additional costs to have the handles and mirrors painted please contact Kerr Industries at 905-725-6561.
- It is recommended that all vehicles be ordered in Black 41U before special paint is applied.
- For paint colors not listed in this brochure please contact Kerr Industries directly at 905-725-6561

Example for Ordering Special Paint:

If a dealer wants a Silver and Blue car with scheme W002, order 50U or 41U (White or Black RPO paint), options

BEP (code 1 Blue), BFR (code 2 Silver), 1PB (paint scheme W002) and AAT (2-tone paint)

SPECIAL PAINT WARRANTY

- Warranty claims for special paints must be directed to Kerr Industries at 905-725-6561

AFTER YOU HAVE ORDERED SPECIAL PAINT

- After the vehicles have been ordered for special paint, Kerr Industries will contact the dealer directly regarding colors and verification of the scheme. Once verified a special paint build sheet will be sent to the dealer for final confirmation. This sheet will need to be signed by the dealer and returned to Kerr Industries before painting will commence.

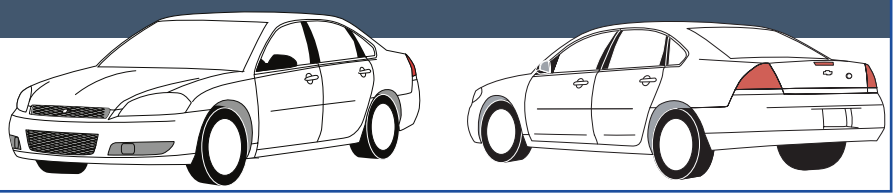
NOTE: The attached list of paint options contain the same WA numbers in the code 1 and code 2 columns. It is extremely important that the dealer order the correct code 1 and code 2 options so the upfitter knows how to paint the vehicles.

NOTE: For paint colors not listed please contact Kerr Industries directly at 905-725-6561

IMPALA LIMITED 9C1 & 9C3 – PAINT SCHEMES

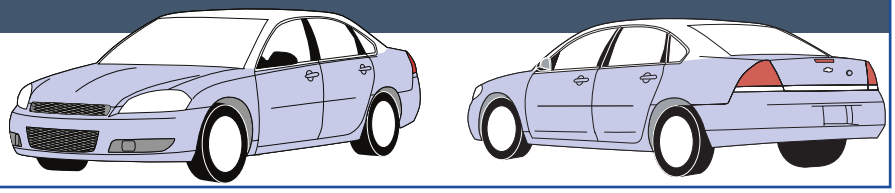
SEO COLOR SCHEME #W001
OPTION CODE 1PA

PAINT LEGEND: CODE 1, CODE 2



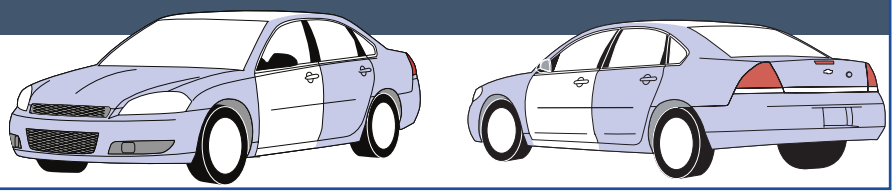
SEO COLOR SCHEME #W002
OPTION CODE 1PB

PAINT LEGEND: CODE 1, CODE 2



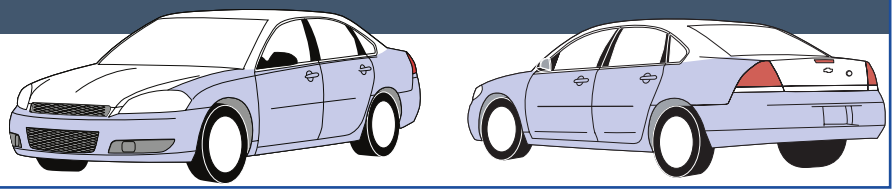
SEO COLOR SCHEME #W003
OPTION CODE 1PC

PAINT LEGEND: CODE 1, CODE 2



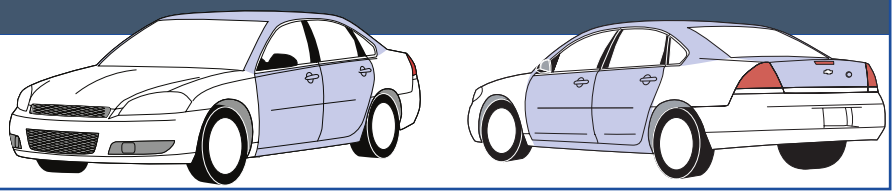
SEO COLOR SCHEME #W006
OPTION CODE 1PF

PAINT LEGEND: CODE 1, CODE 2



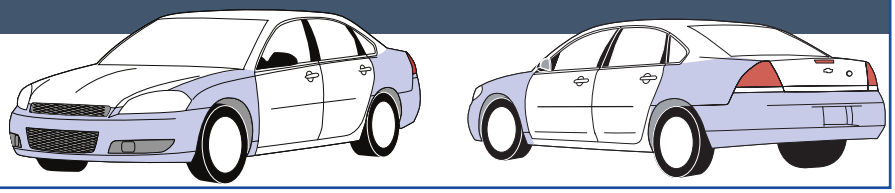
SEO COLOR SCHEME #W008
OPTION CODE 1PH

PAINT LEGEND: CODE 1, CODE 2



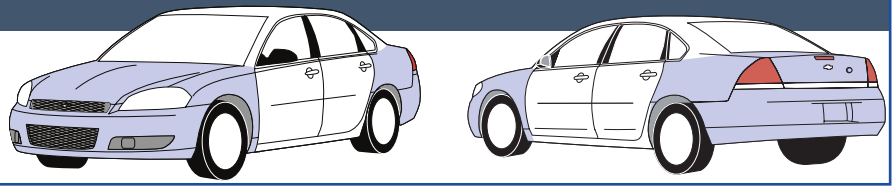
SEO COLOR SCHEME #W009
OPTION CODE 1PI

PAINT LEGEND: CODE 1, CODE 2

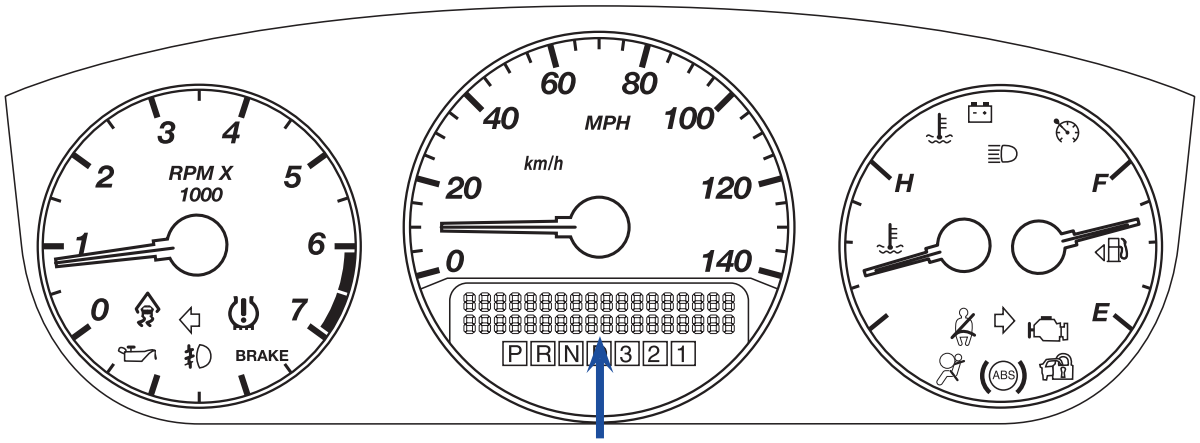


SEO COLOR SCHEME #W012
OPTION CODE 1PL

PAINT LEGEND: CODE 1, CODE 2



UNITED STATES CERTIFIED SPEEDOMETER/CLUSTER (CANADIAN SIMILAR)



DRIVER INFORMATION MESSAGE CENTER

- AUTOMATIC LAMP CONTROL ON†
- AUTOMATIC LAMP CONTROL OFF†
- BATTERY SAVER ACTIVE
- CERTIFIED SPEEDOMETER††
- CHANGE ENGINE OIL SOON
- CHECK TIRE PRESSURE
- DIGITAL MPH READOUT†††
- DRIVER DOOR OPEN
- ENGINE HOT TURN A/C OFF
- ENGINE OVERHEATED IDLE ENGINE
- ENGINE OVERHEATED STOP ENGINE
- ENGINE POWER IS REDUCED
- ERROR
- FUEL LEVEL LOW
- HOOD OPEN
- ICE POSSIBLE DRIVE WITH CARE
- LEFT REAR DOOR OPEN
- OIL PRESSURE LOW STOP ENGINE
- PASSENGER DOOR OPEN
- REMOTE KEY LEARNING ACTIVE
- REPLACE BATTERY IN REMOTE KEY
- RIGHT REAR DOOR OPEN
- SERVICE A/C SYSTEM
- SERVICE AIRBAG
- SERVICE BATTERY CHARGING SYSTEM
- SERVICE BRAKE SYSTEM
- SERVICE POWER STEERING
- SERVICE STABILITRAK
- SERVICE THEFT SYSTEM
- SERVICE TIRE MONITOR SYSTEM
- SERVICE TRACTION CONTROL
- SERVICE TRANSMISSION
- SERVICE VEHICLE SOON
- STABILITRAK INITIALIZING
- STABILITRAK OFF
- STARTING DISABLED SERVICE THROTTLE
- THEFT ATTEMPTED†
- TIGHTEN GAS CAP
- TIRE LEARNING ACTIVE
- TIRE LOW ADD AIR TO TIRE
- TRACTION CONTROL OFF
- TRACTION CONTROL ON
- TRANSMISSION HOT IDLE ENGINE
- TRUNK OPEN
- TURN SIGNAL ON
- WASHER FLUID LOW ADD FLUID

† Message may not be displayed in Police Package
†† Message flashes at engine start
††† Can be set as default condition

SPEEDOMETER CERTIFICATION

2016 Impala police cars certified speedometer calibration. Specifications, at ambient temperature of -10 to 120 degrees F (-23 to 49 Celsius). Inaccuracies due to vehicle speed sensing are included.

ACTUAL VEHICLE SPEED	INDICATED SPEED
0 TO 120 MPH	+/- 2 MPH
0 TO 193 KPH	+/- 3 KPH

The speedometer calibration is for the 3.6L engine, automatic transmission with a 2.44 axle and P235/55R17 W-rated tires

OPTIONAL EQUIPMENT & FEATURES

INTERIOR

UA6	**CONTENT THEFT DETERRENT ALARM SYSTEM** - Requires AP3 remote start, unauthorized entry sounds horn and lamps flash
6A3	**FLOOR COVERING** - Heavy-duty vinyl replaces production carpeting; carpeted mats not available (see illustration section for description)
AMF	**KEYLESS ENTRY TRANSMITTERS** - Fleet Package includes 6 additional transmitters. Transmitters are not programmed. Each transmitter, including the two standard with the vehicle, must be programmed together by a dealer at customer expense. Transmitter programming is not a warranty item. See you owner's manual supplement for programming information. (see also page 22 for customer programming of transmitters using the vehicles Driver Information Center procedure) NOTE: Vehicle specific, common fleet transmitter frequency not available
6E2	**KEY COMMON** - Complete vehicle fleet, provides a single key with a specific code that is common to the door locks and ignition of all the vehicles in the vehicle fleet; key code is an alternate to SEO 6E8 key common, complete vehicle fleet; not compatible with 2005 and earlier Impalas, 2006 and earlier Tahoes, 2015 and later Tahoes and all Caprice
6E8	**KEY COMMON** - Complete vehicle fleet, provides a single key with a specific code that is common to the door locks and ignition of all the vehicles in the vehicle fleet; key code is an alternate to SEO 6E2 key common, complete vehicle fleet; not compatible with 2005 and earlier Impalas, 2006 and earlier Tahoes, 2015 and later Tahoes and all Caprice
UH8	**INSTRUMENTATION** - certified" analog DELUXE, 4-gauge cluster with speedometer, tachometer, coolant temperature, fuel, trip odometer, message center, outside temperature and compass. Included and only available with (AP3) remote vehicle starter system.
6C7	**LAMP** - Red and white front auxiliary dome, separately switched (see illustration section for description)
7Y6	**LAMP** - Inoperative Dome and Courtesy Lamps (see illustration section for description)
6J6	**LAMPS** - Rear window auxiliary stop/turn signals (see illustration section for description)
B34	**MATS** - Carpeted front and rear (not available with 6A3)
6N6	**REAR DOOR LOCKS INOPERATIVE** - Rear power locks are inoperable at rear doors but operate form drivers position (see illustration section for description)
6B2	**REAR DOOR HANDLES INOPERATIVE** - Doors can be opened only from outside (see illustration section for description)
6N5	**REAR WINDOW SWITCHES INOPERATIVE** - Rear door windows only operate from driver's position (see illustration section for description)
AP3	**REMOTE VEHICLE STARTER SYSTEM** - Includes remote keyless entry (required with option UA6)
A98	**TRUNK RELEASE** - Ignition controlled

EXTERIOR

B86	**BODY SIDE MOLDINGS** - Body-color (installed on all 4 doors)
9G8	**DELETE DAYTIME RUNNING LAMPS AND AUTOMATIC HEADLAMPS** - Exterior lamps are operated manually (see illustration section for description)
6B7	**HOLE IN ROOF** - On center line requires 6F5 wiring (not available with 6J5 hole) (see illustration section for description)
6J5	**HOLE IN ROOF** - On passenger side requires 6F5 wiring (not available with 6B7 hole) (see illustration section for description)
T53	**LAMPS** - Alternate flashing trunk lid warning (see illustration section for description)
VK3	**LICENSE PLATE BRACKET** - Front (bracket standard for states requiring front license plate)
DK2	**MIRRORS** - Heated outside rearview, power, body color
D81	**REAR SPOILER**
7X6	**SPOTLAMP** - Left hand, separately fused (see illustration section for description)
7X7	**SPOTLAMPS** - Left and right hand, separately fused (see illustration section for description)
7X8	**SPOTLAMP PROVISION** - Left hand (see illustration section for description)
7X9	**SPOTLAMP PROVISION** - Left and right hand (see illustration section for description)

ELECTRICAL

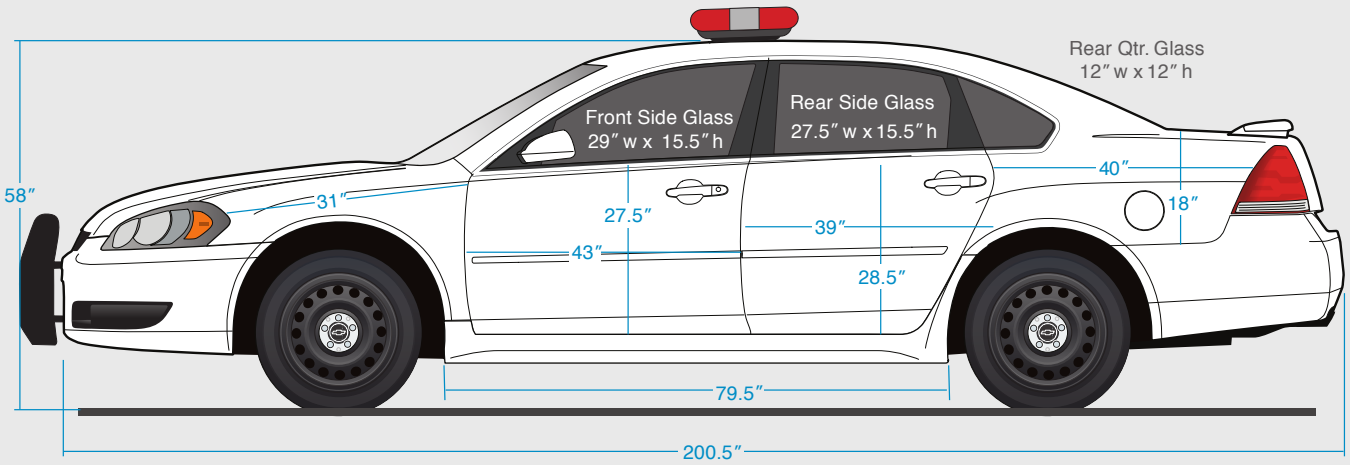
6J7	**FLASHER SYSTEM, HEADLAMPS AND TAIL LAMPS** - DRL compatible, headlamp flasher module with control wire and body control module rear lamp flashing (see illustration section for description)
6C8	**WIRING** - Coaxial radio antenna cable - RG58 roof to trunk (see illustration section for description)
WX7	**WIRING** - For customer connection to front door and windshield pillar speakers. Speakers are not connected to the vehicle radio; radio audio signals are routed to the rear speakers (see illustration section for description)
6J3	**WIRING** - For grille lamps and speaker (see illustration section for description)
6J4	**WIRING** - For horn/siren circuit, in-line connection for customer furnished switch (see illustration section for description)
6F5	**WIRING** - Roof wires, requires 6B7 or 6J5 hole in roof, 2 number 10 awg wires only (see illustration section for description)

CHASSIS

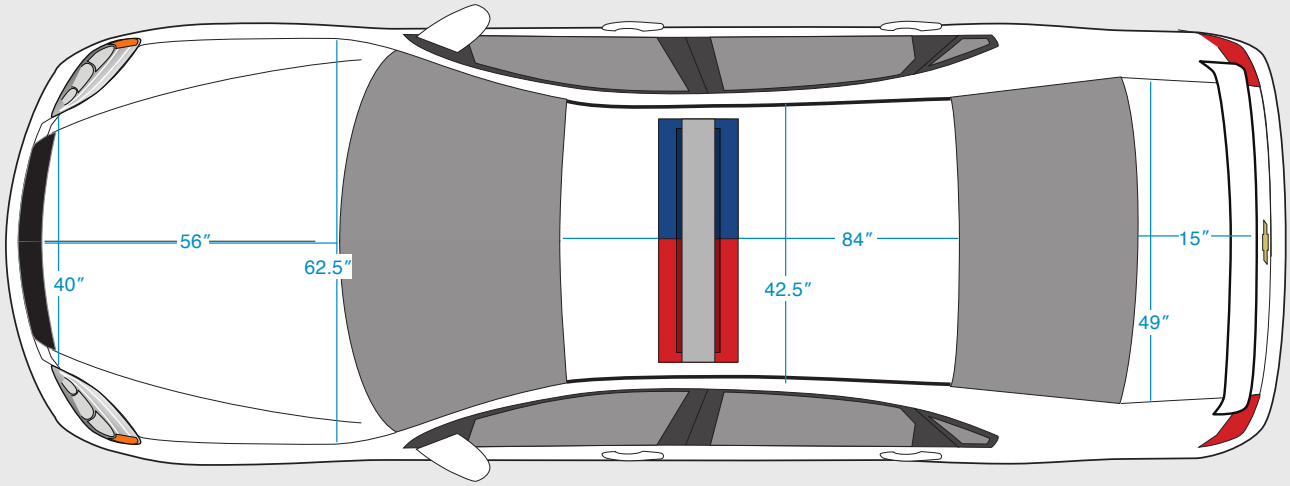
R9Y	**FLEET FREE MAINTENANCE CREDIT** -This option code provides a credit in lieu of the free oil changes, tire rotations and inspections (2 maximum), during the first 24 months and 24,000 miles period for this ordered vehicle. The invoice will detail the applicable credit. The customer will be responsible for all oil change, tire rotations and inspections costs for this vehicle. Requires one of the following Fleet or Government order types: FBC, FBN, FCA, FCN, FLS, FNR, FRC or FGO. Not available with FDR order types.
K05	**HEATER** - Engine block
RUF	**TIRE, SPARE** - Full-size, includes non-programed Tire Pressure Monitor (see illustration section for description)

For standard and optional illustrations, see pages 16 through 23.

Note: Factory installation of spotlamps and spotlamp provisions are recommended. Field installation of spotlamps must not interfere with proper deployment of the roof rail airbag in the event of a crash

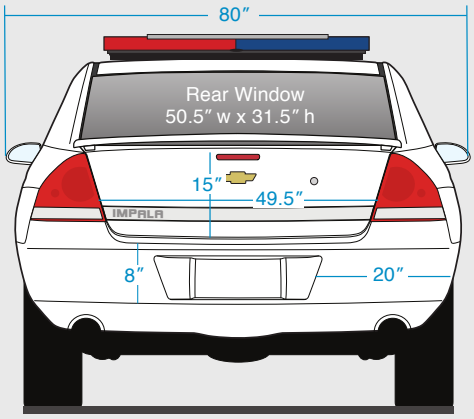


Shown with optional body side moldings and rear spoiler



Estimated material sizes to wrap:

- Hood – 60″ x 65″
- Front Doors – 46″ x 30″
- Rear Doors – 43″ x 32″
- Roof – 87″ x 48″
- Trunk Lid – 36″ x 53″



**Optional rear spoiler and bodyside moldings shown*

GENERAL

Model	1WS19
Drive	2-wheel front
Projected top speed	150 mph
Projected top speed in reverse	42 mph

EXTERIOR (in./mm)

Wheelbase	110.5/2807
Overall length	200.4/5090
Overall width	72.9/1852
Overall height*	58.7/1491
Front track width	62.4/1585
Rear track width	61.5/1562
Turning diameter curb to curb (ft./m)	38.0/11.6
Ground clearance* (lower control arm bolt)	6.46/164
Air intake height	26.4/670

FRONT COMPARTMENT *(in./mm)*

Head room	39.4/1001
Shoulder room	58.7/1491
Hip room	56.4/1433
Leg room	42.3/1074

REAR COMPARTMENT *(in./mm)*

Head room	37.8/960
Shoulder room	58.6/1488
Hip room	57.2/1453
Leg room	37.6/955

LUGGAGE COMPARTMENT CAPACITY *(cu. ft./liters)*

Luggage capacity (with space saver)	18.6/526
EPA passenger compartment volume index[3]	104.8/2968

FUEL ECONOMY RATINGS

	CITY/HIGHWAY/COMBINED
3.6L engine	17/28/21

EPA label values, actual mileage will vary with options, driving conditions, driving habits and vehicle condition.

VEHICLE WEIGHT *(lbs./kg.)*

	9C1	*9C3*
GVWR[5]	4938/2240	4938/2240
Base curb weight[10]	3736/1695	3743/1698
Payload[6]		
(includes 5 passengers and space saver spare tire)	1140/517	1173/532

NOTE: See your vehicle tire and loading information label for specific weight values. See your owner's manual supplement for proper cargo loading distribution

3. EPA-estimated MPG.
5. Gross Vehicle Weight Rating
6. These maximum payload ratings are intended for comparison purposes only. Before you buy a vehicle or use it to haul people or cargo, carefully review the vehicle loading section of the Owner's Manual and check the carrying capacity of your specific vehicle on the label on the inside of the driver's door jamb
10. Base curb weight with 100% fuel, fluids and standard base equipment (excludes optional content)

* Published dimensions indicated are at Base curb weight

ENGINE

Type	V6
Displacement: liters/cu. in.	3.6/217
Horsepower/rpm	302/6800
Torque lb.-ft./rpm	262/5300
Induction system	SIDI
Compression ratio	11.5:1
Exhaust	Single with dual outlets
Minimum recommended fuel octane	87
Fuel tank capacity (gallons/liters)	17.5/66.2
Oil with filter (quarts/liters)	4.0/3.8
Cooling capacity (quarts/liters)	10.6/10.0

TRANSMISSION

Automatic, electronically-controlled with overdrive	6-speed
Fluid pan removed & filter replaced (quarts/liters)	7.4/7.0

AXLE

Ratio	2.44

BRAKES

ABS with vacuum boost	Disc/Disc
Front - swept area (sq. in./sq. cm)	246.3/1589.6
Rear - swept area (sq. in./sq. cm)	175.8/1134
Total front and rear swept area (sq. in./sq. cm)	422.1/65.5
Front rotor diameter (in./mm)	12.7/323
Rear rotor diameter (in./mm)	10.9/277
Front rotor thickness (in./mm)	1.2/30
Rear rotor thickness (in./mm)	.5/14

TIRES

Type	All Season W-speed rated
Size	P235/55R17

WHEELS

Type	Steel
Size	17" x 7.5"

CHASSIS

Frame	Unitized body
Engine cradle	Aluminum
Front suspension	Independent MacPherson Strut, coil spring over strut and stabilizer bar
Rear suspension	Independent Tri-Link MacPherson Strut, coil spring over strut and stabilizer bar
Steering type	Power rack and pinion
Steering ratio (center)	14.1:1

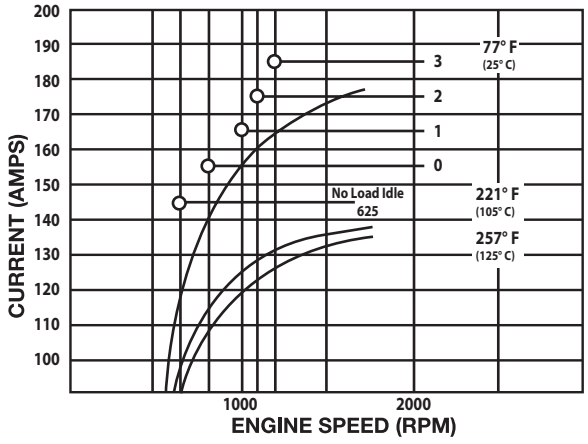
BATTERY

Type	Maintenance free
BCI group size	34
Volts	12
Amp hour rating	70
Cold cranking-amps @ 0°F (-18°C)	720
Reserve capacity @ 80°F (27°C)	125 minutes

ALTERNATOR

Type		SC3
Amps	77°F (25°C)	170

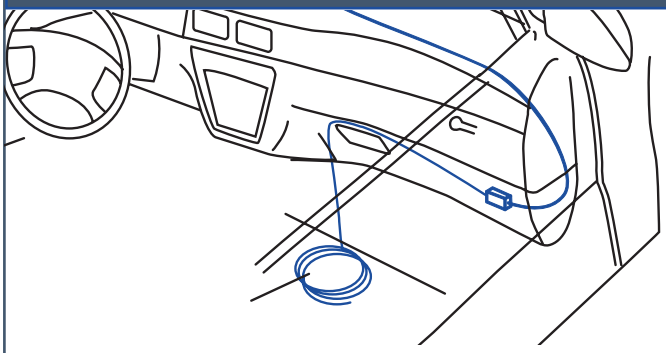
KW7 IMPALA POLICE ALTERNATOR OUTPUT



Boost Level	Park/Neutral	Drive
0	800	800
1	1000	800
2	1100	800
3	1200	800

STANDARD EQUIPMENT

WIRING PROVISIONS FOR 12-VOLT BATTERY POWER SUPPLY



Battery power is supplied through two fusible links, one 50-amp and one 65-amp, to three circuit breakers and two control relays located in the control center above the accelerator pedal. A 50-amp circuit breaker feeds power directly from the 50-amp fusible link through a 10-gauge blunt cut wire. Two 30-amp circuit breakers supply power from the 65-amp fusible link through the contacts of the control relays to 12-gauge blunt cut wires. The blunt cut leads are part of a 5-foot coil on the floor under the instrument panel. Each relay is to be operated by an 18-gauge control lead included in the 5-foot coil under the instrument panel. An 8-gauge system ground lead is also provided in the 5-foot coil. The total current available through the 12-volt power supply is 110-amps.

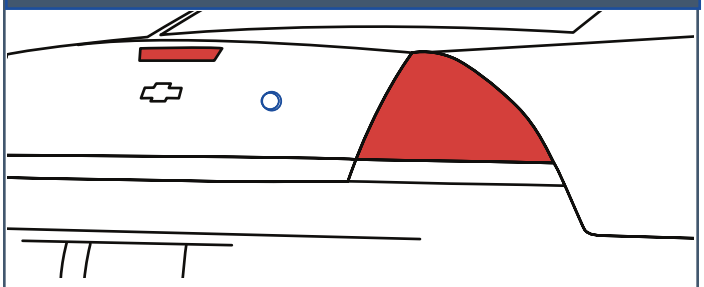
Two blunt cut wires provide ignition controlled power; one is HOT when the ignition is in ACCESSORY/ON; the second is HOT when the ignition is in START/ON.

A third blunt cut wire from the body control module provides a park-enable signal. When the transmission is in PARK, zero volts (not ground) are present and 12-volts are present when the transmission is in any other position. The circuit is designed to operate a single customer-furnished relay.

A fourth blunt cut wire provides the Vehicle Speed Signal (VSS).

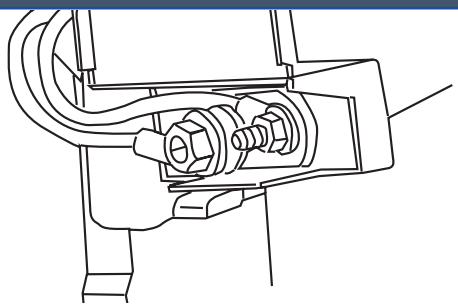
NOTE: See wiring diagrams section for description

KEYLOCK CYLINDER – TRUNK LID



If your vehicle is equipped with the Theft Deterrent System (option UA6), an audible alarm will occur when the key is used to open the trunk instead of the remote keyless entry (transmitter). See your dealer/retailer to disable the audible alarm.

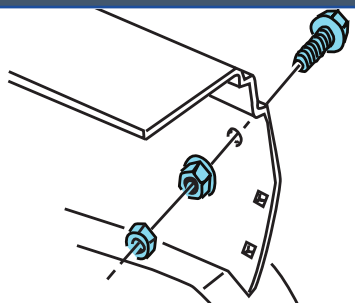
AUXILIARY BATTERY POWER JUNCTION BLOCK IN TRUNK



The auxiliary battery power junction block is mounted in the trunk of your Impala police vehicle. It is located on the passenger side support strut behind the rear wheel housing. This junction block is split to provide two circuits and can be used to connect customer-furnished equipment directly to the battery through 8-gauge (8 mm2) body wiring and fusible links. A maximum of 100-amps (1200-watts) can be connected. Torque the connections to the studs to 11 lb.-ft. (15 N-m). It is fed by two fusible links of 50-amps each.

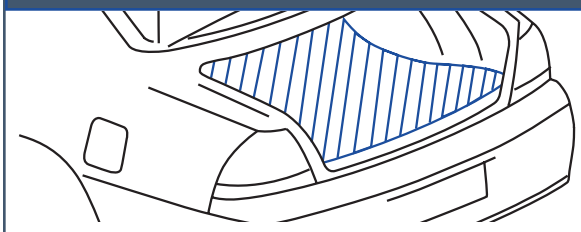
NOTE: See wiring diagrams section for description

TRUNK GROUND STUD



A 10 mm ground stud can be found in the trunk on the passenger's side of the vehicle. The stud is located above the trunk auxiliary junction block. See "Trunk Auxiliary Battery Power Junction Block" for more information on location. A 10 mm flanged hex nut grounds the 10 mm bolt to the vehicle. Recommended torque for the flanged nut is 26 lb.-ft. (35 N-m), plus or minus 4 lb.-ft. (5 N-m). A 10 mm hex nut is provided for customer ground termination. Recommended torque for the terminal connection nut is 7.3 lb.-ft. (10 N-m), plus or minus 1 lb.-ft. (1.3 N-m).

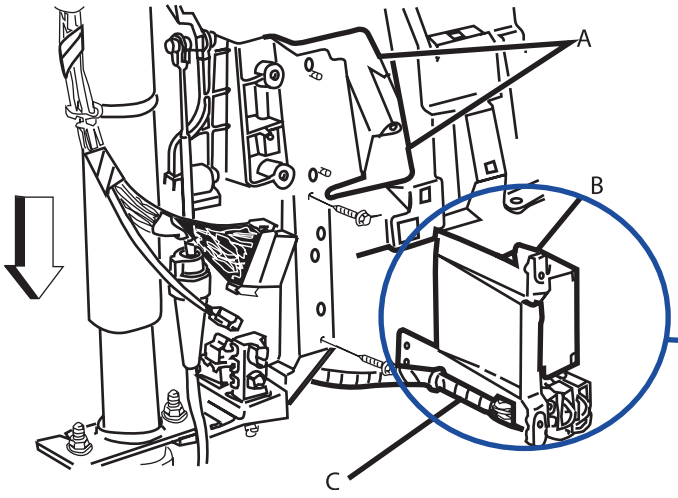
MAT – TRUNK



Heavy-duty mat covers floor.

STANDARD EQUIPMENT

FUSE BLOCK BATTERY POWER SUPPLY

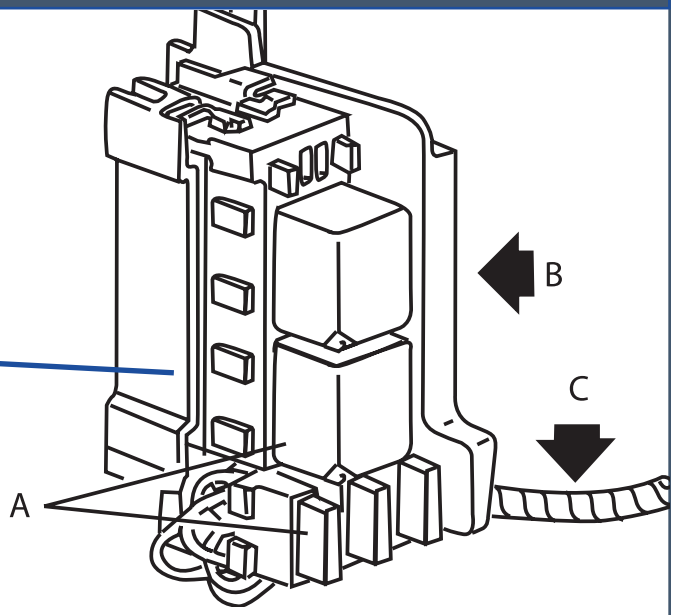


SERVICING RELAYS AND CIRCUIT BREAKERS

The following information shows you where the relays and circuit breakers are located in the fuse block, viewed upward from driver floor.

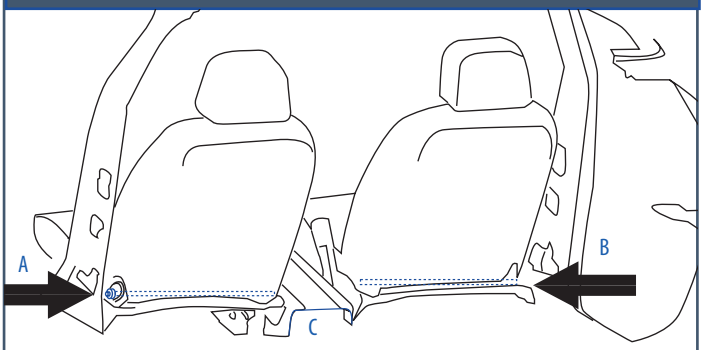
A. Instrument panel carrier
B. Relay center for circuit breakers and control relay
C. Instrument panel harness branch

ENLARGED VIEW OF THE BATTERY POWER FUSE BLOCK



A. Relays and circuit breakers, B. Front of the vehicle, C. Floor of the vehicle

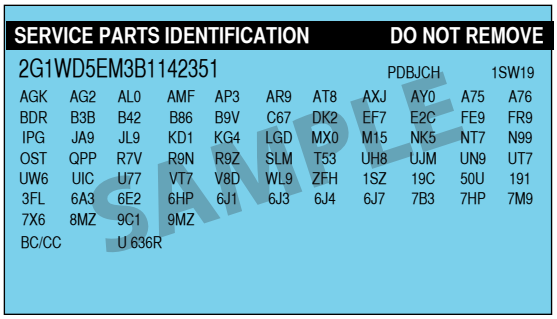
STRENGTHENED FRONT SEAT



Seat bottom frame structural tubes - A, B
Center floor tunnel-mounted crush box - C

NOTE: Do not remove the crush box for aftermarket equipment installation

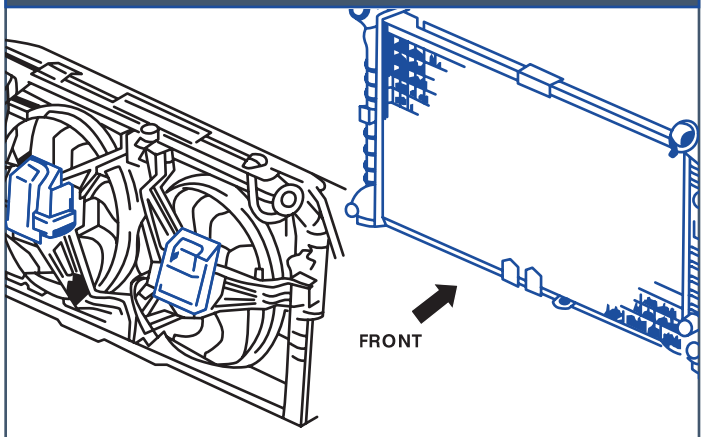
SERVICE PARTS IDENTIFICATION LABEL


SERVICE PARTS IDENTIFICATION
DO NOT REMOVE
2G1WD5EM3B1142351
PDBJCH
1SW19
AGK AG2 AL0 AMF AP3 AR9 AT8 AXJ AY0 A75 A76
BDR B3B B42 B86 B9V C67 DK2 EF7 E2C FE9 FR9
IPG JA9 JL9 KD1 KG4 LGD MX0 M15 NK5 NT7 N99
OST QPP R7V R9N R9Z SLM T53 UH8 UJM UN9 UT7
UW6 UIC U77 VT7 V8D WL9 ZFH 1SZ 19C 50U 191
3FL 6A3 6E2 6HP 6J1 6J3 6J4 6J7 7B3 7HP 7M9
7X6 8MZ 9C1 9MZ
BC/CC U 636R
SAMPLE

A Service Parts Identification (SPID) Label provides Vehicle Identification Number (VIN)-specific Option Code content list, Engineering Model Number (Nameplate, body style), Exterior paint system, Exterior paint color code and Interior trim level and color. The SPID label for the Impala is located on the right side rear compartment floor. The rear compartment trim must be lifted to access the label.

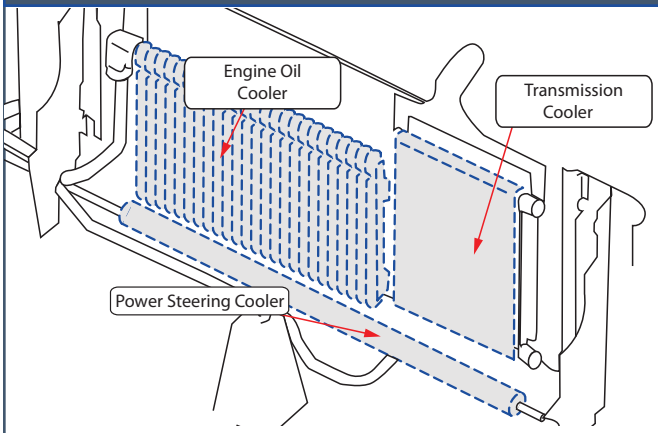
STANDARD EQUIPMENT

COOLING SYSTEM



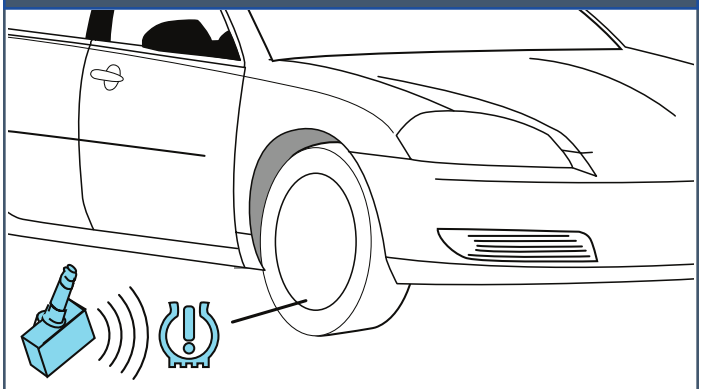
High capacity radiator with 225-watt fans

ENGINE, TRANSMISSION AND POWER STEERING COOLERS



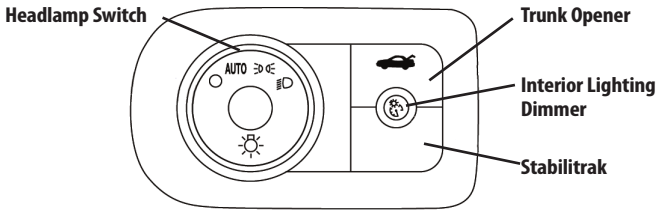
Three auxiliary air-to-oil coolers are mounted in front of the engine coolant radiator. The transmission cooler is connected in series with the coolant radiator end-tank cooler.

TIRE PRESSURE MONITOR



Your vehicle is equipped with a Tire Pressure Monitor (TPM) System which warns of low tire pressure. Your Impala Police Package may be equipped with a full-size spare tire (see page 19) The full-size spare tire has a sensor but is not programmed to read the spare tire pressure. When the full-size spare tire from your vehicle or spare tire from another Police Package is placed in use as a road wheel, the system will not read the presence of the new TPM sensor and must be calibrated. Refer to your owner's manual for additional information on the Tire Pressure Monitor and Sensor Programming. The space saver spare tire does not have a tire pressure monitor.

EXTERIOR LAMPS CONTROL



9G8 - Delete Daytime Running Lamps and Automatic Headlamps. This option disables the Daytime Running Lamps and Automatic Headlamps control feature. Exterior lamps are manually controlled only. Option 9G8 is not available in Canada. The headlamp control on the driver's side of the instrument panel operates the headlamps.

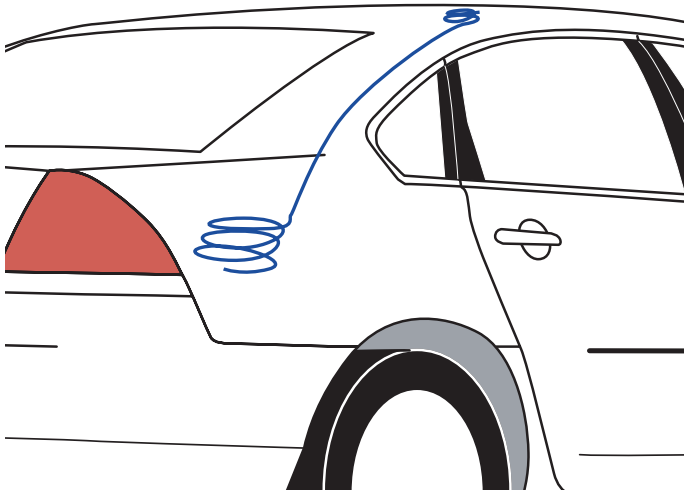
If your Impala does not have option 9G8, Daytime Running Lamps and Automatic Headlamps delete, the Daytime Running Lamps and Automatic Headlamps can be turned off for one ignition cycle by rotating the control knob momentarily counter-clockwise. Rotating the headlamp switch again will turn the Daytime Running Lamps and Automatic Headlamps back on.

In Canada, the Daytime Running Lamps and Automatic Headlamps can be turned off if the transmission is in Park. See also section 1 of your Impala owner's manual.

Stabilitrak - The Stabilitrak stability control system button is located below the dimmer control as part of the headlamp switch. Refer to page 32 of this manual for an operation description of the stability control system or see your Owners Manual.

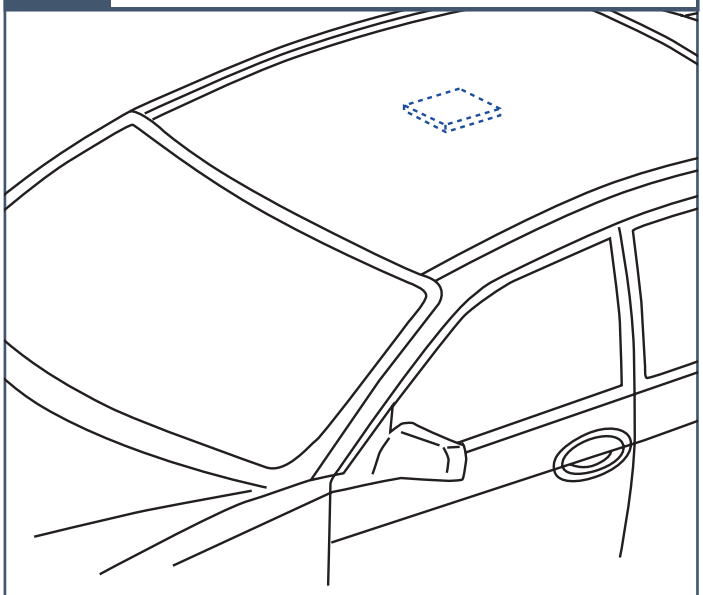
OPTIONAL EQUIPMENT

6C8 COAXIAL RADIO ANTENNA CABLE



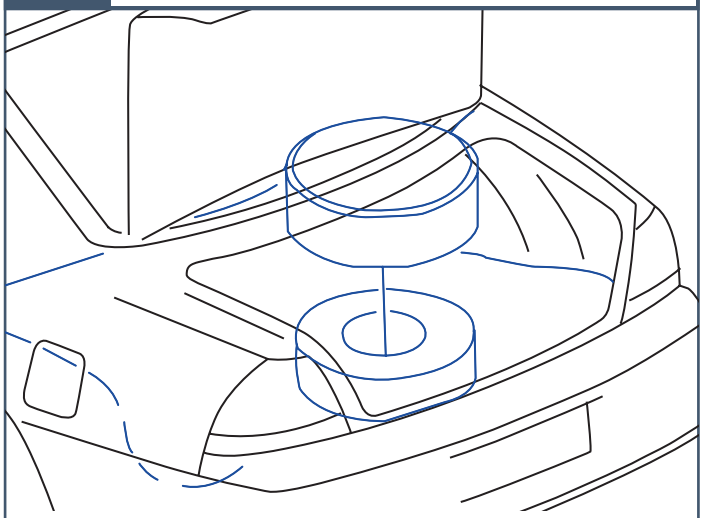
RG58 Coaxial radio antenna cable routed from just rearward of the dome lamp location to trunk. Approximately 24 inches of extra cable is coiled between headliner and roof panel. A coil of sufficient length to reach either corner of the trunk is secured to the right inner wheelhouse. There is no hole in the roof panel.

7Y6 LAMP INOPERATIVE DOME



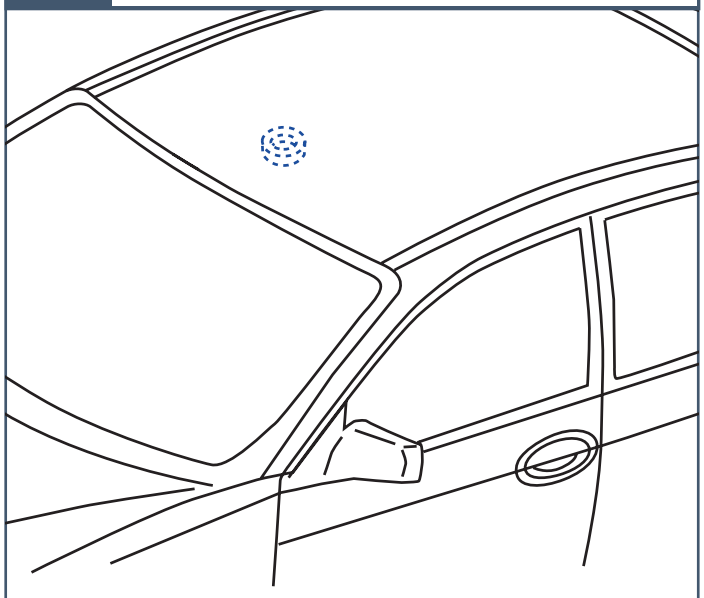
Dome and courtesy lamp will not operate when doors are opened. Dome lamp is controlled only by the instrument light dimmer on the instrument panel.

RUF FULL SIZE SPARE TIRE



Cover is provided for spare tire and wheel. Full-size spare tire is mounted on top of the standard trunk trim covering the space saver spare tire tub. If full-size spare tire is removed, tub is exposed. The full-size spare tire includes a Tire Pressure Monitor (TPM) sensor which must be programmed to the TPM System after the spare tire is installed. (see page 18)

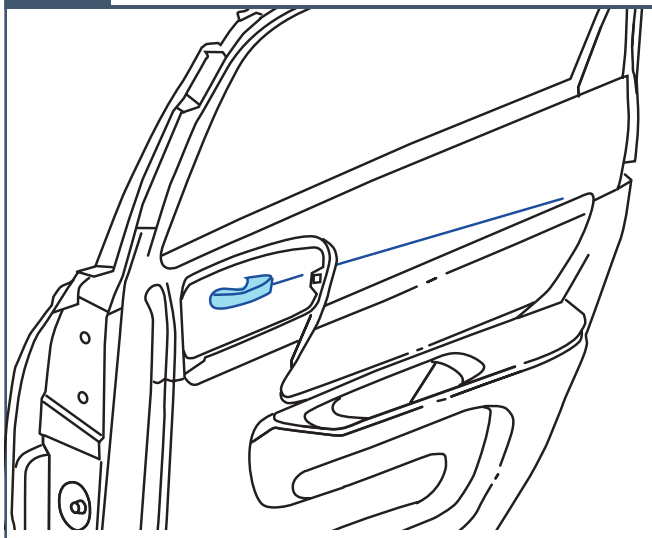
6C7 6C7 – LAMP AUXILIARY DOME



Dome lamp located between visors with switch at base of lamp, red LED/white incandescent auxiliary wired independently from standard dome lamp.

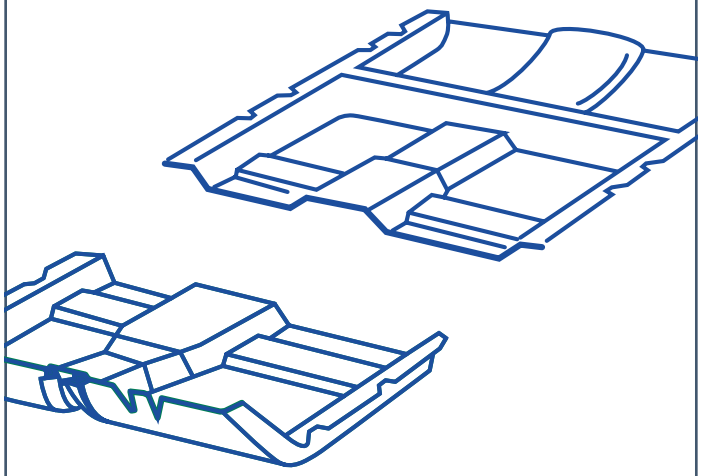
OPTIONAL EQUIPMENT

6N6 LOCKS REAR DOOR INOPERATIVE



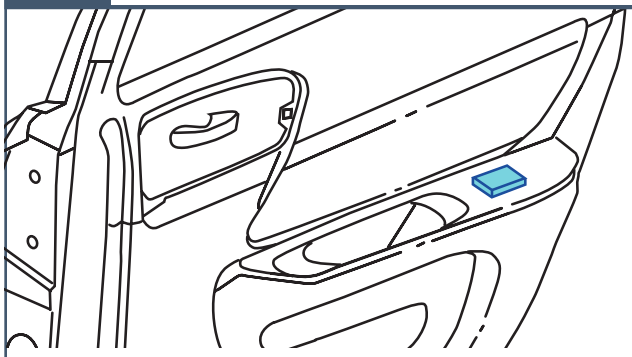
Rear door locking rods are disabled. Rear door locks are inoperable at rear doors, but operate from driver position. Remote rod is shipped in the glove box for future installation.

6A3 FLOOR COVERING



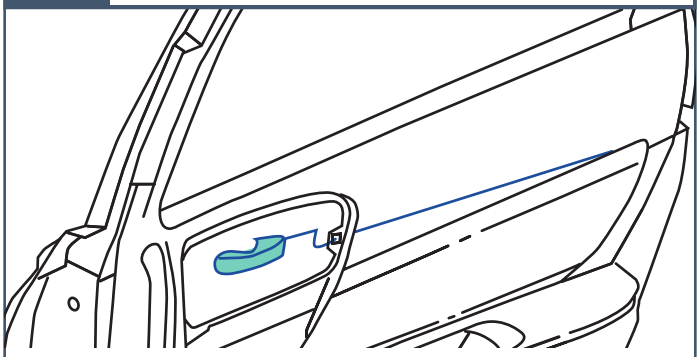
Black heavy-duty front and rear. Replaces production carpeting.

6N5 WINDOW SWITCHES REAR DOOR INOPERATIVE



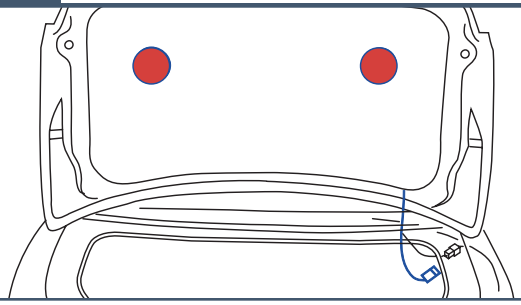
Rear door window switches are inoperable. Rear door power regulators are operable only from driver position switches.

6B2 HANDLES REAR DOOR INOPERATIVE



Inside rear door handles are disconnected. Rear doors can only be opened from the outside.

T53 LAMPS TRUNK LID WARNING

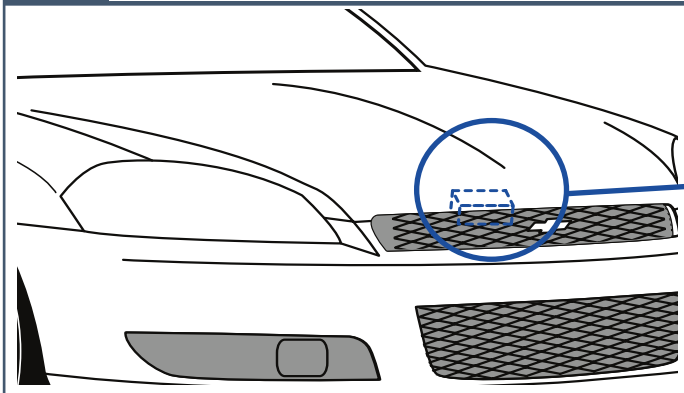


Two 4-inch, red, single-faced lamps are mounted to the deck lid inner panel. Lamps are activated by the deck lid ajar mechanical switch when deck lid is opened. Lamps are wired to flash alternately through a flasher located at the upper right hand corner of the trunk opening.

Wiring is protected by fuse HTDSEAT in the engine compartment fuse block

OPTIONAL EQUIPMENT

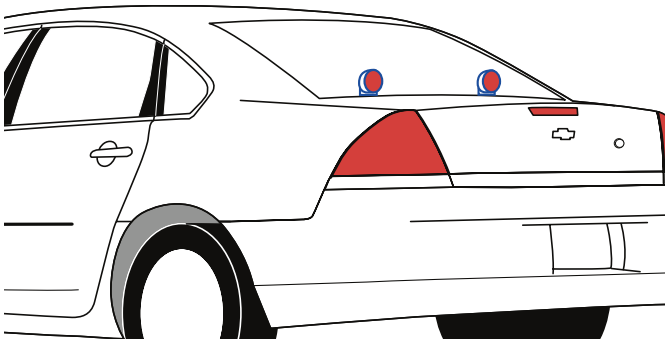
6J7 EXTERIOR LAMPS EMERGENCY FLASHING SYSTEM MODULE LOCATION



This option 6J7 Exterior Lamp Emergency Flashing System module is mounted on the front of the right hand upper radiator support, below the upper radiator air baffle

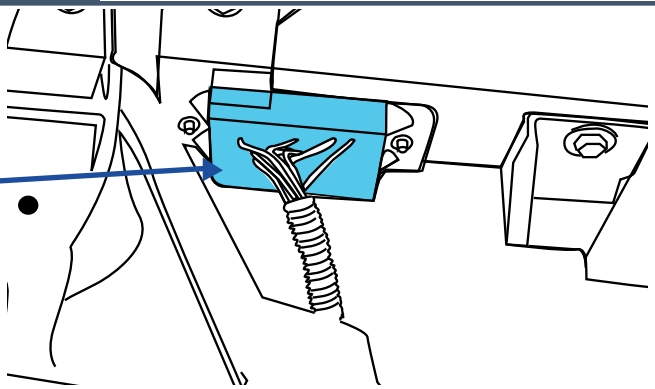
NOTE: See wiring diagrams section for description

6J6 LAMPS REAR WINDOW



Two 4-inch, red, single-faced lamps are mounted behind rear seatback to be viewed through rear window. The turn signal circuits extend in loops coiled in the right front foot well for customer connection to control switching. These lamps function as auxiliary turn signal, stop lamps and vehicle hazard flashers.

6J7 EXTERIOR LAMPS EMERGENCY FLASHING SYSTEM



Option 6J7 provides a headlamps high beam flashing module, rear lamps flashing via the Body Control Module (BCM) and a control wire for customer-furnished switching to turn the module on and off. The flasher control wire is part of the blunt-cut upfitter harness coiled under the instrument panel in the front passenger side foot well. The flashing module is located is located on the front side of the upper radiator support at the inboard end of the passenger side headlamp assembly.

The headlamp flashing module is activated by the application of 12 volts to a dark green/red wire in the upfitter harness. When activated, the headlamp high beams and the high beam instrument cluster indicator will flash alternately at 3.0 flashes per second. When the flashing module is turned on, the module sends a signal to the BCM which alternately flashes the stop lamps and backup lamps at the same flash rate as the headlamps. Depressing the brake pedal will override the stop lamp flashing and placing the transmission in Reverse will override the backup lamps flashing.

During daylight conditions, the Daytime Running Lamps (DRL) are automatically turned off whenever the headlamps flashing module is activated. During night time conditions, the low beam headlamps automatically turn on while the high beam lamps flash. Turning on the high beam headlamps manually will override the flashing module and the high beam headlamps will operate continuously. During night time conditions the tail lamps will turn on automatically. If Option 9G8 is present the low beam headlamps and tail lamps will not come on automatically. The Center Mounted Stop Lamp will operate only when the service brakes are applied.

A 15-amp fuse labeled HDLP MDL protects the flasher module circuit. The fuse is located in the under hood fuse block in the engine compartment on the passenger side of the vehicle. See also the Owner Manual for more information.

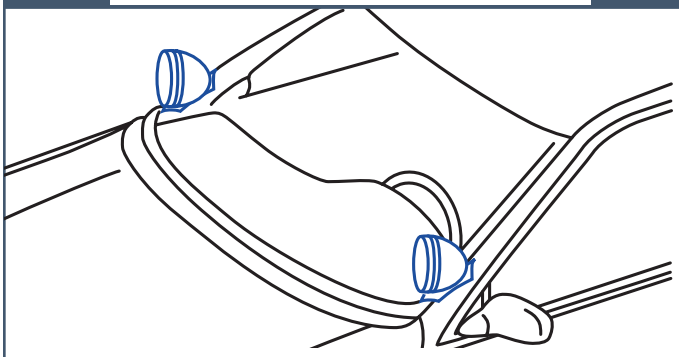
Activation of the headlamps flashing and rear lamps flashing can be separated by opening the dark-blue/yellow BCM circuit at the flasher module connector, C122-F, and applying a customer-switched ground to the harness side of the wire at the connector. Power to the dark green/1209 wire must be OFF to flash the rear only.

Warning: BCM will be damaged if 12V power is connected to the dark-blue/yellow wire.

NOTE: See wiring diagrams section for description

OPTIONAL EQUIPMENT

7X6 7X7 SPOTLAMPS AND SPOTLAMP PROVISIONS 7X8 7X9



7X6 Spotlamp left hand, pillar-mounted unity, 6-inch with replaceable H3 halogen bulb; independently fused

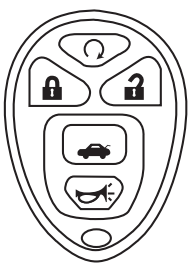
7X7 Spotlamps left and right hand, pillar-mounted unity, 6-inch with replaceable H3 halogen bulb; independently fused

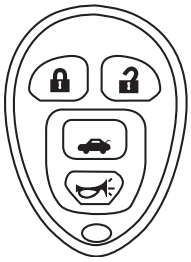
7X8 Spotlamp provision left hand provision for customer installed spotlamp includes hole through pillar, mounting bracket and accessible power connector

7X9 Spotlamp provision left and right hand includes same components as option 7X8

NOTE:
- ***Lamp bulbs are halogen 12-volt 100 watt H-3 rated at 245,000 candle power***
- ***For wiring diagrams and fuse location see page 27***
- ***Customer furnished spotlamp assembly must be installed to avoid interference with deploying passenger airbag***
- ***Factory installation of spotlamps and spotlamp provisions are recommended. Field installation of spotlamps must not interfere with proper deployment of the roof rail airbag in the event of a crash***

AMF PACKAGE OF 6 TRANSMITTERS





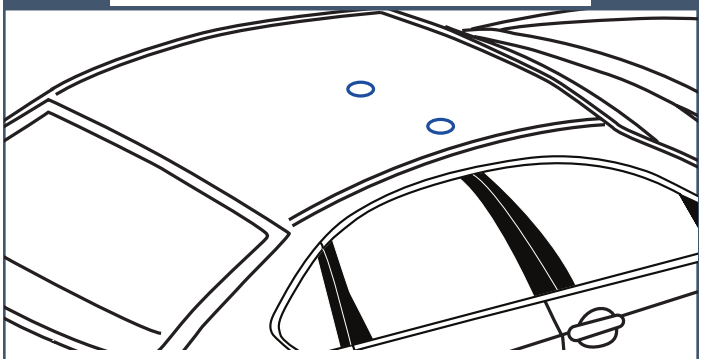
RELEARN REMOTE KEY

To access this DIC display, the vehicle must be in PARK. This display allows you to match the remote keyless entry transmitter to your vehicle. To match a remote keyless entry transmitter to your vehicle, do the following:

1. Press the vehicle information button until PRESS THE RELEARN REMOTE KEY displays.
2. Press the set/rest button. The message REMOTE KEY LEARNING ACTIVE will display.
3. Press and hold the LOCK and UNLOCK buttons not the first transmitter at the same time for approximately 15 seconds. A chime will sound indicating that the transmitter is matched.
4. To match additional transmitters at this time, repeat Step 3. Each vehicle can have a maximum of eight transmitters matched to it.
5. To exit the program mode, you must cycle the key to OFF.

NOTE: A maximum of 8 keys may be learned for a vehicle immobilizer (Passkey III+) with a random key code. Vehicles with the fleet key option (RPO 6E2 or 6E8) may have an unlimited number of keys learned for the particular option fleet key and must be learned using one of the original "master" keys. When programming RPO AMF additional 6 remote transmitters, the original 2 transmitters delivered with a vehicle must also be reprogrammed at the same time. A maximum of 8 remote transmitters can be programmed for a single vehicle.

6B7 HOLE IN ROOF PANEL 6J5

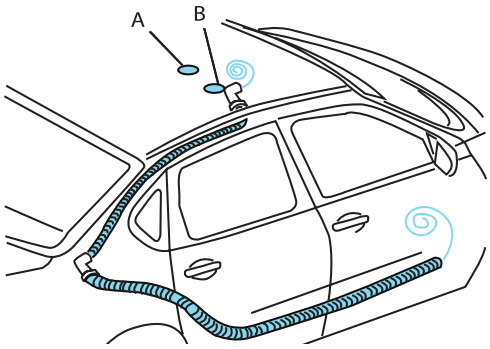


6B7 Hole is drilled near center line of roof panel approximately 29 inches rearward of windshield opening

6J5 Hole is drilled on passenger side of roof panel approximately 29 inches rearward of windshield opening and approximately 6 inches inboard from passenger side door

NOTE: Only one roof hole location may be ordered. SEO 6F5 roof wiring is required when SEO 6B7 or SEO 6J5 are ordered. Roof hole is sealed with a grommet.

6F5 ROOF WIRING



Option 6F5 is a universal wiring harness for roof-mounted equipment. The harness is routed from a 5-foot (1.5 m) coil of wire in the passenger's side footwell to a connector on the passenger's side of the trunk.

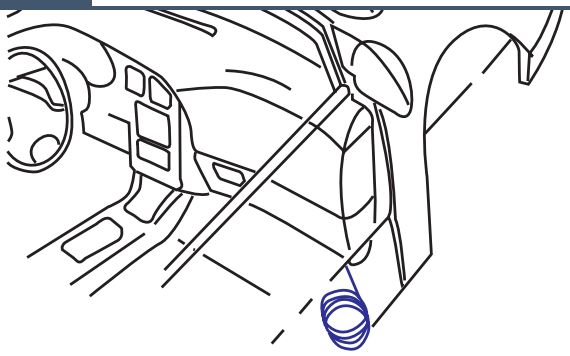
When the option 6B7 (center hole) is ordered, two color coded 10-gauge (5.0 mm^2) wires extend 24-inches (60 cm) through a grommet approximately 30-inches (74 cm) behind the top of the windshield at the center of the roof.

When option 6J5 (passenger's side hole) is ordered, two color-coded 10-gauge (5.0 mm2) wires extend 24-inches (60 cm) through a grommet approximately 30-inches (74 cm) behind the top of the windshield and 6-inches (15 cm) inboard from the passenger's side roof joint.

NOTE: See wiring diagrams section for description

OPTIONAL EQUIPMENT

6J4 WIRING PROVISION FOR HORN/ SIREN CIRCUIT

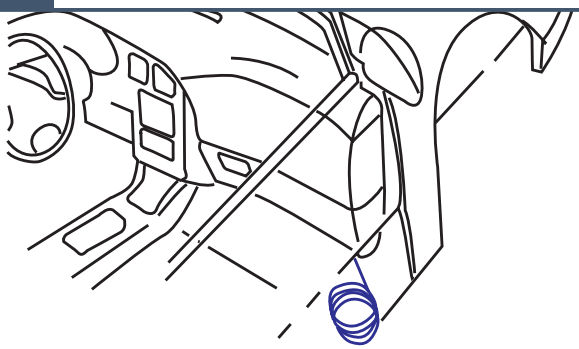


This provision permits customer connection of a switch to select either horn or siren operation when the horn pad is pressed.

A 22-gauge (0.35 mm^2) wire is connected to an in-line connector in the horn circuit of the instrument panel harness under the instrument panel. The end of this harness extension is in a 5-foot (1.5 m) loop of wire coiled under the instrument panel.

NOTE: See wiring diagrams section for description

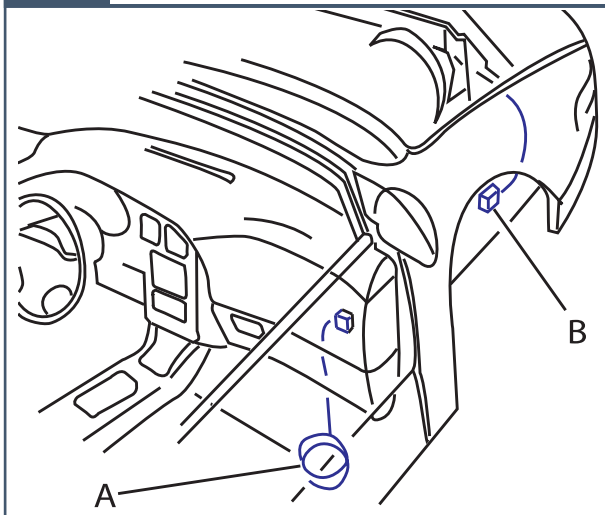
WX7 WIRING PROVISION FOR FRONT SPEAKERS



Approximately 60 inches (1.5 m) of auxiliary speaker wiring is routed from the front door and windshield pillar speakers and coiled under the instrument panel. The wiring permits connection of the front speaker pairs to customer-installed communication equipment. Vehicle radio front speaker outputs are re-routed to the rear speakers to maintain the required open door/key-in-ignition audible warning.

NOTE: For wiring diagram see page 26

6J3 WIRING PROVISIONS FOR VEHICLE GRILLE LAMPS AND SPEAKER/SIREN



A. Blunt cut ends for the customer-furnished grille lamps and customer-furnished siren/ speaker
B. Control wires from in-line connector in forward lamp harness for customer-furnished grille lamps and speaker

The SEO 6J3 wiring provision has a 5-foot (1.5 m) harness coiled underneath the instrument panel on the passenger side. The wiring circuits are routed from under the instrument panel to a 1-foot (30 cm) coil secured in the area behind the grille. There are four 16-gauge (1.0 mm2) wires for connecting to the grille lamps (GRY, TAN) and siren speaker (LT BU, LT GN)

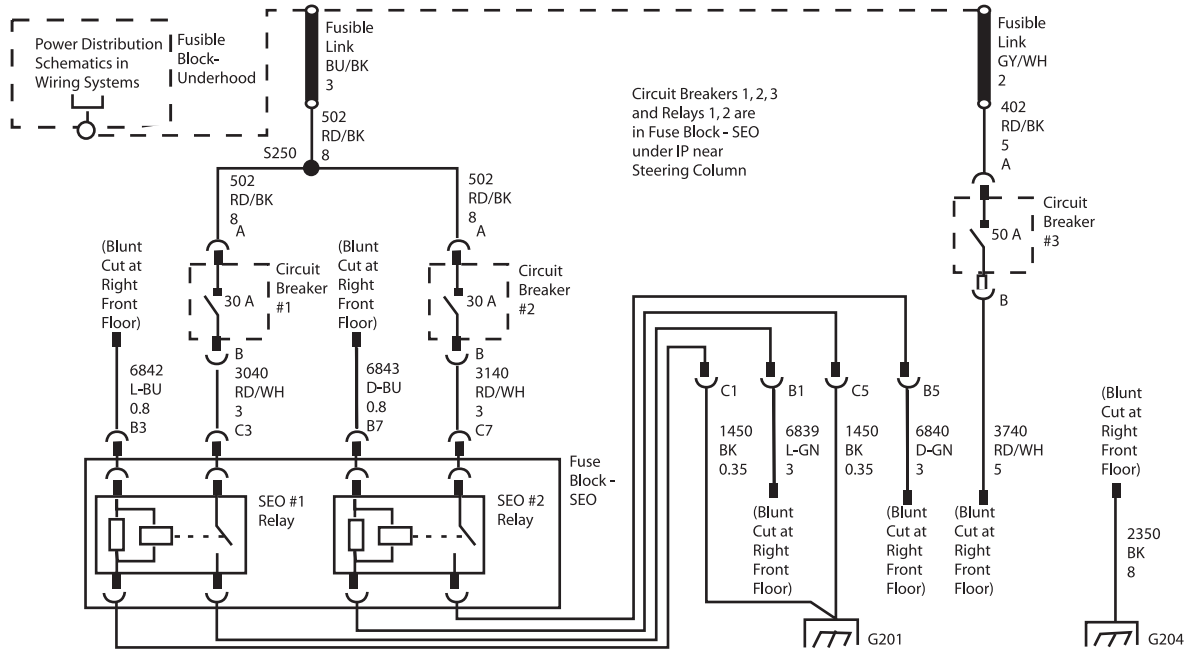
The SEO 6J3 wiring provision also includes one 18-gauge (0.8 mm^2) control wire for the SEO 6J7 exterior lamps Emergency Flashing System.

When option 6J7 is installed without option 6J3, only the dark green/red control wire is provided for connection to customer-furnished 12-volt switching to turn the Emergency Flashing System on or off. See also page 21.

NOTE: See wiring diagrams section for description

WIRING

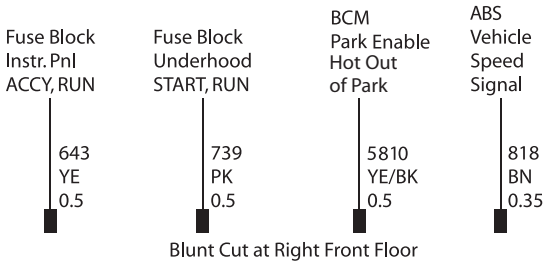
WIRING DIAGRAM FOR 12-VOLT BATTERY POWER SUPPLY



Battery power is supplied through two fusible links, one 50-amp and one 65-amp, to three circuit breakers and two control relays located in the relay center above the accelerator pedal. A 50-amp circuit breaker feeds power directly from the 50-amp fusible link through a 10-gauge (5.0 mm^2) blunt cut wire. Two 30-amp circuit breakers supply power from the 65-amp fusible link through the contacts of the control relays to 12-gauge (3.0 mm^2) blunt cut wires. The blunt cut leads are part of a 5-foot (1.5 m) loop of wire coiled under the instrument panel in the passenger's side footwell.

Each relay is operated by an 18-gauge (0.8 mm^2) blunt cut, light or dark blue control lead included in the 5-foot (1.5 m) coil under the instrument panel. An 8-gauge (8.0 mm^2) ground lead is also provided in the 5-foot (1.5 m) coil. The total current available through the 12-volt power supply is 110-amps (1320-watts).

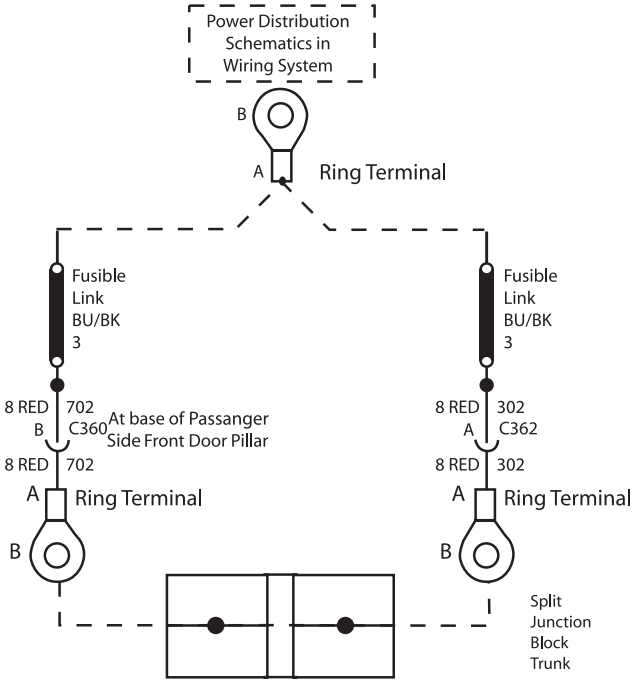
WIRING DIAGRAM FOR CONTROLLED POWER AND SIGNAL CIRCUITS WITH 12-VOLT POWER SUPPLY


Fuse Block Instr. Pnl ACCY, RUN
643 YE 0.5
Fuse Block Underhood START, RUN
739 PK 0.5
BCM Park Enable Hot Out of Park
5810 YE/BK 0.5
ABS Vehicle Speed Signal
818 BN 0.35
Blunt Cut at Right Front Floor

Blunt cut ignition controlled power and signal circuits are also included in the 5-foot (1.5 m) loop in the front passenger footwell. The spotlamp fuses are located in the passenger's side underhood fuse block. See "Fuses and Circuit Breakers" in your owner's manual index for more information.

- A yellow, 20-gauge (0.5 mm^2) 10-amp fused circuit, HOT in ACCESSORY, RUN or RAP (Retained Accessory Power) Fuse "RAP" is in the end of the instrument panel.
- A pink, 20-gauge (0.5 mm^2) 10-amp fused circuit, HOT in START/RUN. Fuse "PWR Drop/CRNK" is in the underhood fuse block.
- A yellow/black, 20-gauge transaxle park signal from the Body Control Module (BCM). This circuit provides switched power (12-volts) when the transmission is not in PARK (P) and the engine is running. The electrical load attached to the park circuit must not exceed 0.5-amps (one relay coil).
- A brown, 22-gauge (0.35 mm^2) vehicle speed signal (4,000 pulses/mile) from the ABS module. Connect only high impedance load.

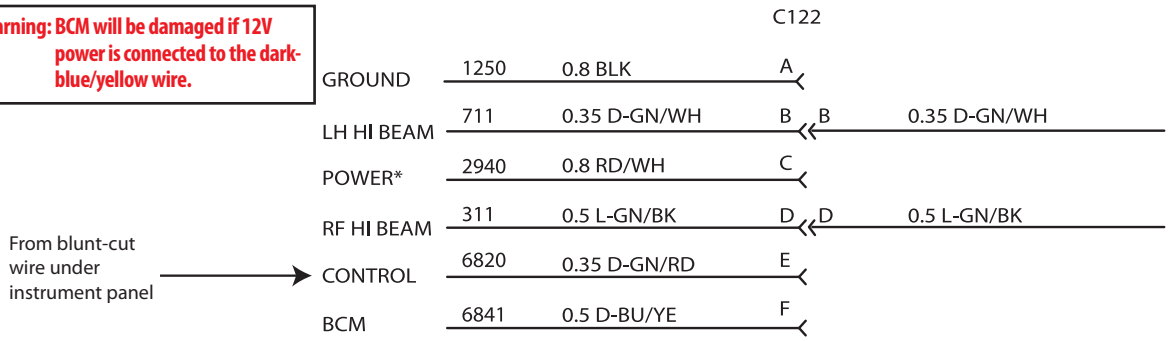
WIRING DIAGRAM FOR AUXILIARY BATTERY POWER JUNCTION BLOCK



WIRING

WIRING DIAGRAM FOR FORWARD LAMP HARNESS IN-LINE CONNECTOR FOR USE WITH HEADLAMPS FLASHER MODULE, OPTION 6J7

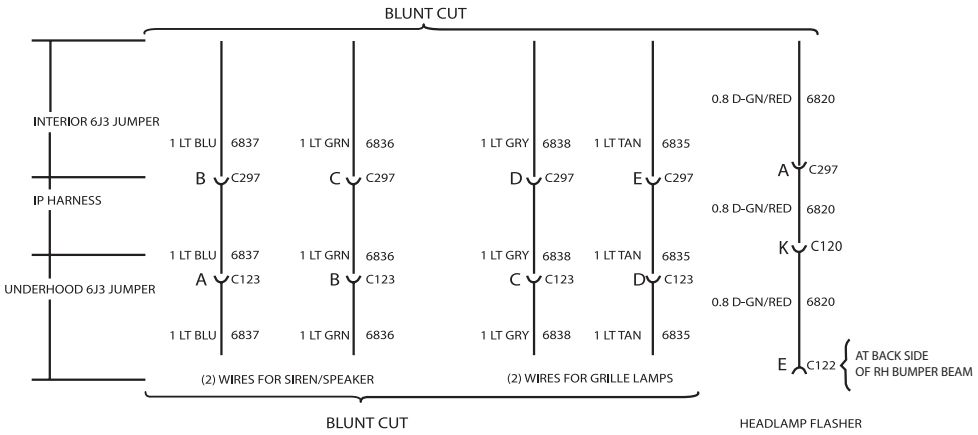
Warning: BCM will be damaged if 12V power is connected to the dark-blue/yellow wire.



* FUSE "HDLP MDL", FUSE BLOCK, UNDERHOOD

This connector is located at the rear passenger side of the bumper beam.

WIRING DIAGRAM FOR OPTION 6J3 AND OPTION 6J7



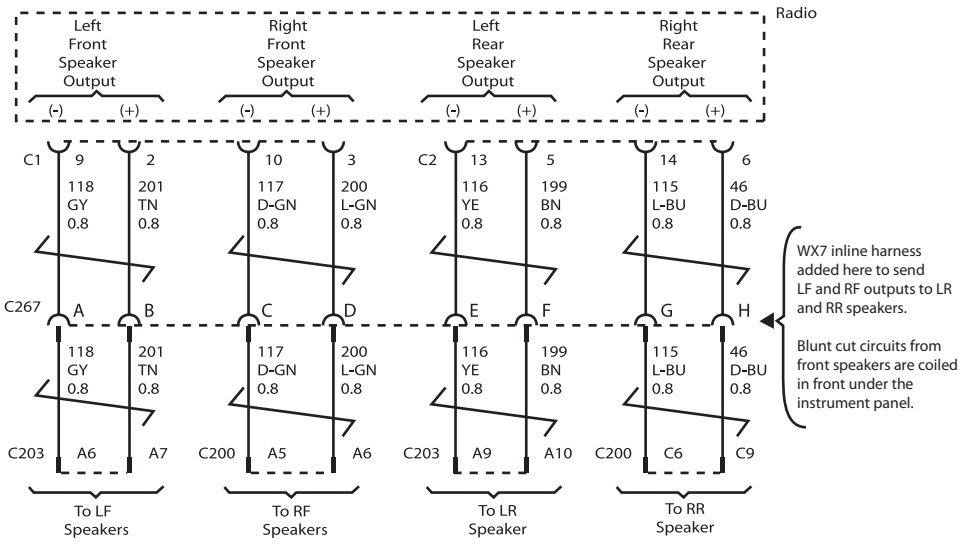
WIRING

WIRING DIAGRAM FOR OPTION WX7 IN-LINE CONNECTOR

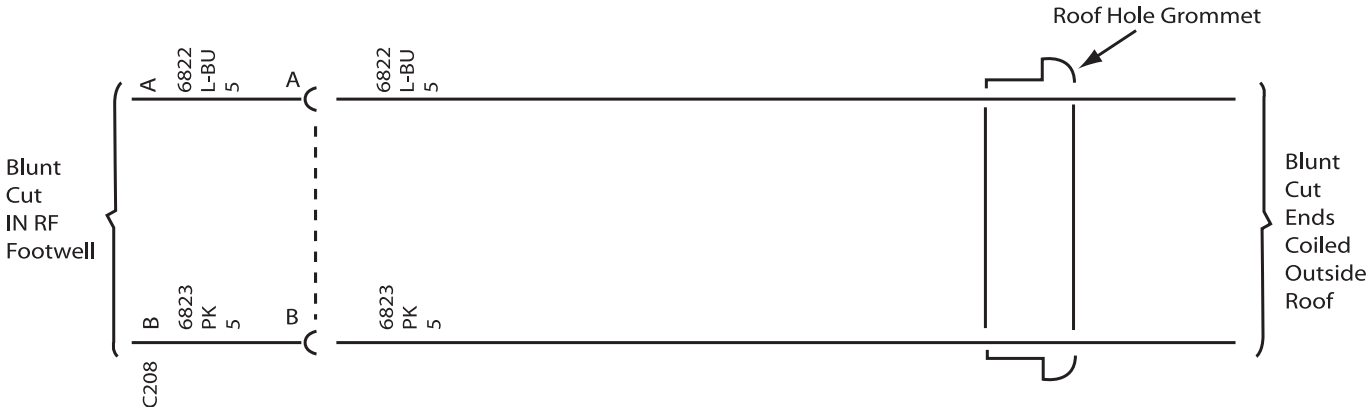
CHIME LEVEL ADJUSTMENT

Impala police vehicles are equipped with a radio that provides an AM/FM stereo with a CD player. The radio produces a Federally mandated audible warning notification for the vehicle. The volume level of the chimes can be adjusted to be louder, but cannot be turned off.

See "Climate Controls" and "Audio Systems" in your Impala owner's manual to adjust the chime volume or contact your dealer for assistance.

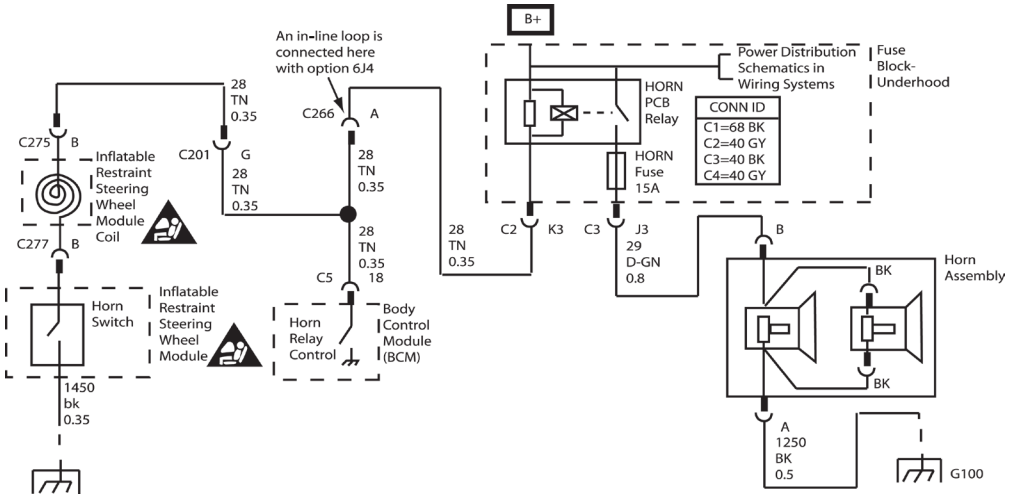

Radio
Left Front Speaker Output
Right Front Speaker Output
Left Rear Speaker Output
Right Rear Speaker Output
(-) (+)
C1
9 118 GY 0.8
2 201 TN 0.8
10 117 D-GN 0.8
3 200 L-GN 0.8
C2
13 116 YE 0.8
5 199 BN 0.8
14 115 L-BU 0.8
6 46 D-BU 0.8
C267
A B C D E F G H
C203 A6 A7
C200 A5 A6
C203 A9 A10
C200 C6 C9
To LF Speakers
To RF Speakers
To LR Speaker
To RR Speaker
WX7 inline harness added here to send LF and RF outputs to LR and RR speakers.
Blunt cut circuits from front speakers are coiled in front under the instrument panel.

WIRING DIAGRAM FOR OPTION 6F5

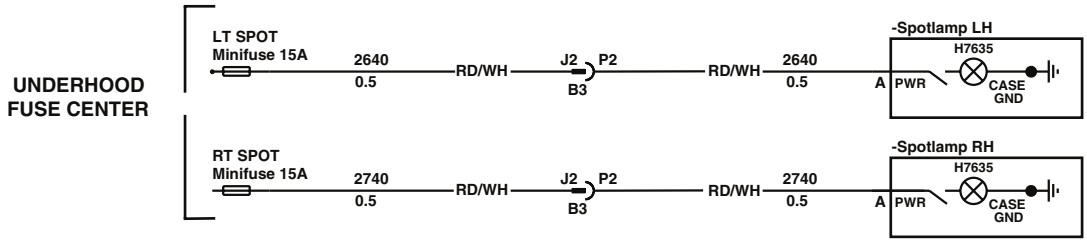


WIRING

WIRING DIAGRAM FOR OPTION 6J4



WIRING DIAGRAM FOR WINDSHIELD PILLAR-MOUNTED SPOTLAMP - OPTION 7X6 AND 7X7



7X6 spotlamp left hand and 7X7, spotlamps left and right hand, pillar-mounted Unity, 6-inch with replaceable H3 halogen bulb; independently fused

Can specialty vehicle equipment (e.g. radar devices, video cameras, computers, meters, radio trees, shotguns, etc.) still be mounted in cars with passenger side airbags?

Yes, but care must be taken to mount the equipment outside of the deployment zone. Airbags inflate with great force and will interact with any object in the deployment zone. Therefore, to reduce the risk of injury to vehicle occupants, GM recommends that the air deployment zone be kept free of any equipment. If a piece of equipment were to become dislodged it could strike an occupant in the vehicle and result in injury. The likelihood of an object becoming dislodged is influenced by many factors, including the proximity of the object to the inflatable restraint, the size and shape of the object, and the means by which the object is secured to the vehicle. In addition to these factors, the trajectory and velocity of a dislodged object can be influenced by the type and severity of vehicle crash.

Objects that are in the deployment zone, but do not become dislodged by an inflating airbag can still affect the performance of the airbag. For example, such objects could tear the fabric or affect the shape of the airbag, thus reducing the ability of the bag to provide restraint.

Is it possible to shield equipment that is installed in the passenger side frontal airbag deployment zone in a manner that will allow full and safe airbag deployment?

Due to the complexity of influencing variables, GM is unable to evaluate the potential for shielding expected equipment configurations in all accident scenarios in order to assure that the airbag performance would be unaffected. While shielding may protect certain equipment from being damaged or dislodged, it may also negatively affect the inflation characteristics of the airbag. The airbag's shape, inflation angle, fold pattern, and inflation rate and pressure are developed to maximize the protection capability of the inflatable restraint system. Therefore, GM cannot recommend the placement of any equipment in the deployment zone, even if it is shielded to protect it from damage.

Front airbag systems and instrument panel mounted equipment.

Passenger airbags in GM vehicles deploy in different ways depending upon the type of vehicle and the particular instrument panel design.

In some vehicles, the passenger airbag deploys through a discrete door located on the top surface of the instrument panel (top-mount airbag systems). In other vehicles, such as the Chevrolet Tahoe, the passenger airbag deploys through a discrete door mounted on the vertical rearward surface of the instrument panel, above the glove box door (mid-mount airbag system). With these types of top-mount and mid-mount passenger airbag systems, the top pad of the instrument panel remains in place during deployment.

Some GM passenger airbag systems, like the system in the Chevrolet Impala, deploy from beneath the instrument panel top pad. These are considered 3/4-mount airbag systems with a "deployable top pad." The entire instrument panel top pad is the "deployment door" from under which the inflating airbag emerges. When an airbag deployment is commanded, the forces from the inflating passenger airbag push up on the instrument panel top pad, releasing special fasteners across the rearward edge of the top pad. This allows the top pad to rotate upward so that the passenger airbag may emerge. The top pad rotates upward to open widest at the right hand side, and is usually forced upward into contact with the windshield on the right hand side of the vehicle during a deployment.

Instrument panel top mounted special equipment, such as a radar antenna and control unit or video camera must be positioned to the left of the vehicle center line. This equipment must be mounted as low as possible and securely fastened to the top pad to avoid being dislodged in the event of a crash and possible airbag deployment. In the process of securely fastening special equipment to the top, DO NOT fasten down the top pad itself to any other vehicle component such as the cluster trim plate. As described above, the top pad rotates upward during a deployment. In order to enable the proper deployment of the passenger airbag, specialty equipment installation MUST NOT PREVENT the top pad from rotating upward during deployment. Location and attachment of special equipment should minimize added resistance or interference to upward rotation of the top pad during deployment.

Side-Impact Airbags for crashes to the vehicle sides.

The airbag system in your police vehicle includes roof rail mounted Head Curtain side airbags. The vehicle is also equipped with seat back mounted upper body airbags located on the outboard side of the driver and front passenger seat backs. Together the Head Curtain and seat-mounted side airbags are intended to protect the head and upper body in the event of a side crash. Some vehicles may also be equipped with an optional airbag, mounted on the inboard side of the driver seat back.

Can Specialty Vehicle Security Barriers be mounted within the side airbag deployment zones?

No. The side airbags inflate extremely fast because of the nature of side crashes to the vehicle. Mounting a security barrier behind the front seats with the ends placed within the side airbag deployment zones will result in unintended interaction between the barrier and the inflating side airbags. To reduce the risk of injury to the vehicle occupants, GM recommends that the side airbag zones be kept free of any customer installed equipment.

Customer furnished equipment installed to the vehicle roof.

Your police vehicle is designed with an interior roof cover system which includes internal components for the interior lamps and wiring. The roof system may also include side airbag components. Inflation devices may be mounted on the vehicle roof side behind the rear doors as well as airbag tethers retained to the windshield pillars. Care must be taken to avoid damage to these components or interference with their operation when installing roof mounted equipment such as emergency lamps and communication antennas.

Recommended GM service procedures must be followed to remove and re-install the instrument panel top pad to ensure that the top pad will release properly in the event of a passenger airbag deployment.

On the right half of the top pad closest to the passenger airbag module, GM recommends that no equipment be mounted. When mounting equipment on the driver side of the top pad, GM recommends that the total mass of the top pad mounted special equipment not exceed 8 pounds (3.6 kilograms), since some top pads tend to rotate about the left end.

Fasteners used to secure special equipment to the instrument panel top pad, the windshield glass, or to the windshield upper frame (header), should be selected to ensure that these devices will remain attached during a vehicle crash and possible airbag deployment.

Can the installation of push bumpers on the front end of the vehicle affect the deployment of the airbag?

General Motors is not aware of adverse effects during crash events from the many push bumpers that have been installed on GM police vehicles. Because there are many styles of push bumpers available with varying crash characteristics, installation of push bumpers may or may not affect deployment timing of the airbags. Push bumpers should be mounted to avoid modifying the vehicle structure and interfering with the front airbag sensors mounted on the upper radiator support cross member.

Two front impact sensors are installed in General Motors vehicles. Do not relocate or disconnect the front sensors. The location and orientation of the front sensors are critical for correct operation of the airbag system. Avoid mounting components on or near the sensors. Push bumper styles with vertical pushing members that are in foreaft alignment with the front airbag sensors are not recommended.

When should an airbag inflate?

The driver's and right-front passenger's frontal airbags are designed to inflate in moderate to severe frontal or near-frontal crashes. But they are designed to inflate only if the impact speed is above the system's designed "threshold level."

In addition, your vehicle has "dual stage" frontal airbags which tailor the amount of restraint according to crash severity. For moderate frontal impacts, the airbags inflate at a level less than full deployment. For more severe frontal impacts, "dual stage" frontal airbags deploy at full levels.

If the front of your vehicle goes straight into a wall that doesn't move or deform, the threshold level of the reduced deployment is about 12 to 16mph (19 to 15 km/h), and the threshold level for a full deployment is about 18 to 24 mph (29 to 28.5 km/h). The threshold level can vary, however, with specific vehicle design, so that it can be somewhat above or below this range.

If your vehicle strikes something that will move or deform such as a parked car, the threshold level will be higher. The driver's and right-front passenger's frontal airbags are not designed to inflate in rollover, side impacts, or rear impacts, because inflation would not help the occupant.

Seat mounted side impact airbags are designed to inflate in moderate to severe side crashes. The side impact airbags will inflate if the crash severity is above the designed "threshold level." The threshold level can vary with specific vehicles design. The side impact airbags are not designed to inflate on frontal or near-frontal impacts or rear impacts, because inflation would not help the occupant.

Roof rail mounted head-curtain airbags are designed to inflate in moderate to severe side crashes. In addition, certain vehicles have head-curtain airbags which are also designed to inflate in situations where an impending rollover condition is identified by the vehicle's rollover sensing system and/or frontal or near-frontal impacts if the crash severity is above the designed "threshold level."

Safety belt pretensioners at the driver and front passenger seat positions are designed to deploy in frontal, near-frontal, side, and rear crashes that exceed the "threshold level" of crash severity to help reduce slack in the safety belt. Safety belt pretensioners will also deploy in impending rollover situations.

How long will the airbag remain inflated?

It takes approximately 1/20th of a second to fully inflate the frontal airbags. This is faster than the blink of an eye. The airbags begin to deflate immediately, helping to stop the occupants more gradually.

I've heard that a deployed airbag produces what appears to be smoke, is the airbag hot?

After the bag has deployed in a crash, the airbag itself will not be hot to touch. Some components within the airbag module will be hot for a short time. A small amount of smoke coming from a deployed airbag module is normal and should not be cause for concern.

Also, when the nitrogen gas is vented out of the airbag, small particles from inside the bag are also vented into passenger compartment. These airborne particles look like smoke and some particles are deposited as residue on and around the airbag.

I've heard that the dusts that are released into the passenger compartment from the airbag are harmful, is this true?

For most people, the only effect the dusts will produce is some irritation of the throat and eyes, and that is only if the occupant remains in the vehicle for many minutes after the airbag deployment with no ventilation and windows closed. However, some people with asthma may develop an asthmatic attack from inhaling the dusts. If this happens, they should first treat themselves the same way their doctor has advised them to treat any other asthma attack, and then immediately seek medical treatment.

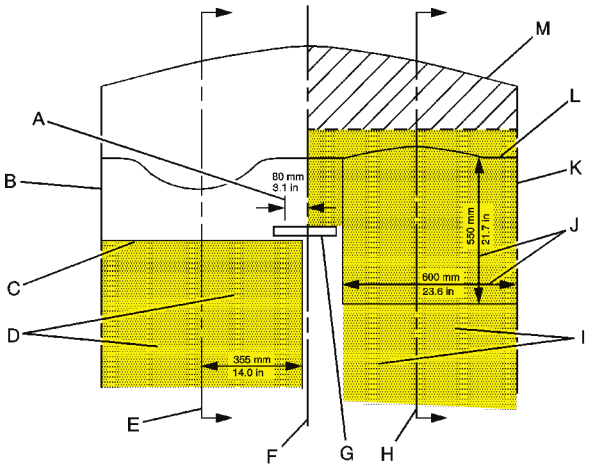
Can the airbag system be re-used?

No. The airbags are designed to inflate only once. After inflation, some new parts will be required. These will include the airbag module and possibly other parts. (A competent service technician with access to the vehicle's service manual and the required tools should replace the required components after a deployment crash.)

If my vehicle has airbags, why should I have to wear my safety belt?

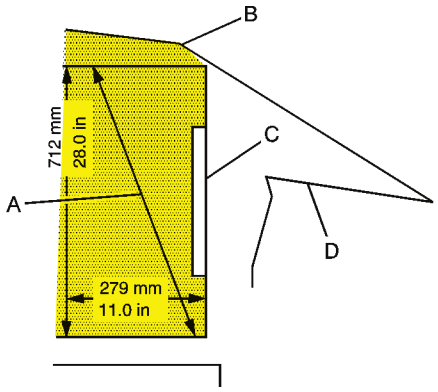
Airbags are in many vehicles today and will be in most of them in the future. But they are supplemental systems only; so they work with safety belts, not instead of them. Every airbag system ever offered for sale has required the use of safety belts. Even if you're in a vehicle that has airbags, you still have to buckle up to get the most protection. That's true not only in frontal collisions but especially in side and other collisions.

TOP VIEW OF INSTRUMENT PANEL AND APPROXIMATE DEPLOYMENT AREA OF THE AIRBAG ZONE



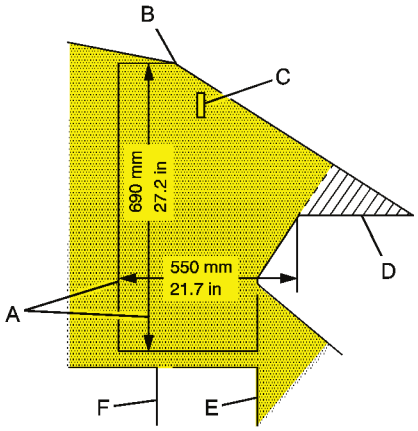
A. Shift selector arc
B. Driver side door
C. Front of steering wheel (in maximum downward position)
D. Driver airbag deployment zone
E. Driver centerline (also see side view)
F. Vehicle centerline
G. Inside rearview mirror
H. Passenger centerline (also see side view)
I. Passenger airbag deployment zone
J. Approximate maximum dimension of inflated airbag
K. Passenger side door
L. Rear edge of instrument panel top pad
M. Zone from instrument panel top to windshield

SIDE VIEW OF DRIVER SIDE AIRBAG DEPLOYMENT ZONE - CENTERLINE OF DRIVER



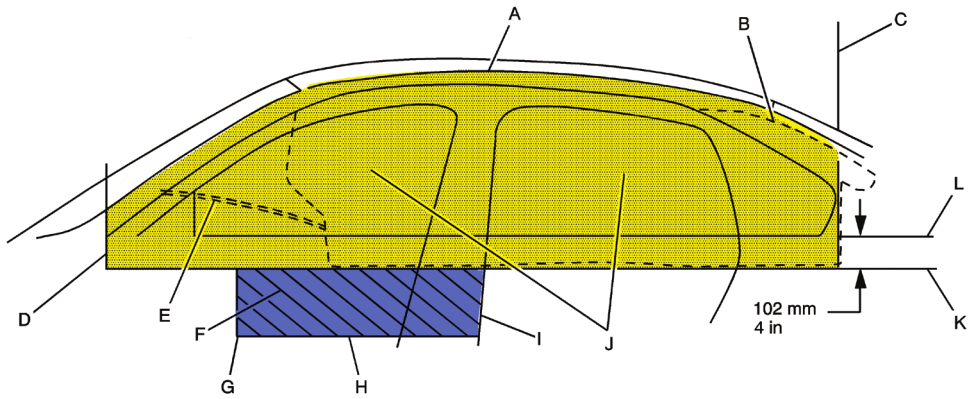
A. Driver airbag deployment zone
B. Top of windshield
C. Front of steering wheel (maximum downward position)
D. Top of instrument panel

SIDE VIEW OF PASSENGER SIDE AIRBAG DEPLOYMENT ZONE - CENTERLINE OF PASSENGER



A. Passenger airbag deployment zone
B. Top of windshield
C. Inside rearview mirror
D. Top of instrument panel
E. Passenger seat in foremost position
F. Passenger seat in rearmost position

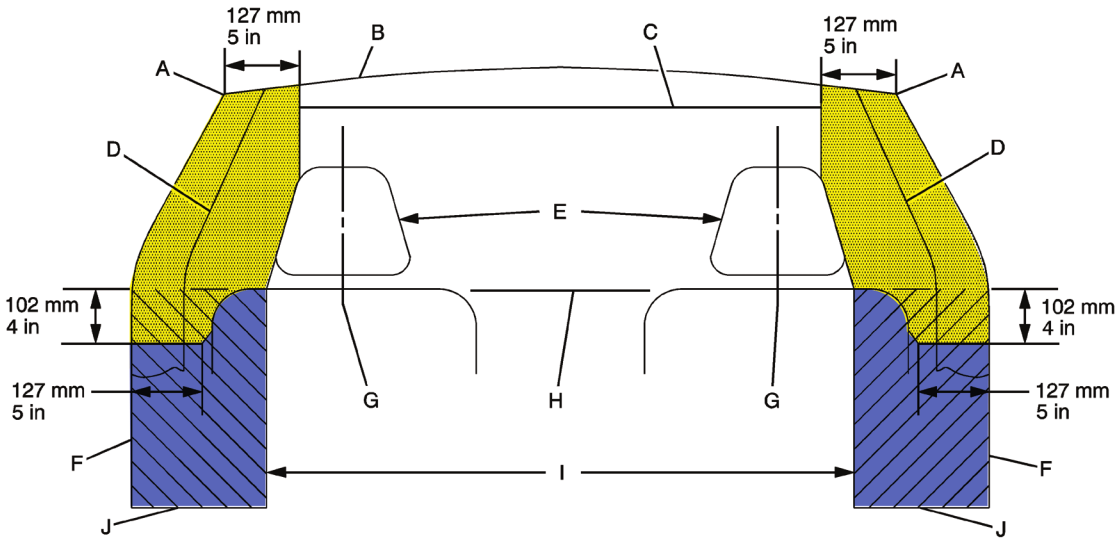
STANDARD HEAD CURTAIN AND FRONT SEAT-MOUNTED SIDE IMPACT AIRBAG DEPLOYMENT ZONES



PASSENGER SIDE SHOWN, DRIVER SIDE SIMILAR

A. Top of deployment zone - along head curtain at edge of headliner
B. Airbag inflator location on sail panel
C. Back of deployment zone - at rear of quarter window
D. Front of deployment zone - at front of outside mirror patch
E. Forward airbag tether line
F. Thorax airbag deployment zone
G. Door handle front end
H. Groove in front door armrest
I. Pillar trim
J. Approximate shape of deployed airbag at maximum size
K. Bottom of deployment zone
L. Bottom of door windows

HEAD CURTAIN AND FRONT SEAT-MOUNTED SIDE IMPACT AIRBAG DEPLOYMENT ZONES



A. Edge of headliner
B. Underside of headliner
C. Head curtain airbag deployment zone
D. Inner center pillar trim
E. Headrest
F. Inner door pad
G. Seat centerline
H. Bottom of door windows
I. Thorax airbag deployment zone - front seat
J. Groove in front door armrest

ELECTRONIC STABILITY CONTROL SYSTEMS (STABILITRAK)

StabiliTrak systems help drivers maintain control of their vehicles, especially during emergency lane changes or avoidance maneuvers. StabiliTrak uses various sensors, such as steering wheel angle, wheel speed, yaw velocity, etc., to detect any difference between the path requested by the steering wheel position and vehicle's actual path. When appropriate, the system selectively controls brakes, engine power, and even suspension settings to enhance control of the vehicle's direction and help keep it on course.

Independent studies conducted by the National Highway Traffic Safety Administration, the Insurance Institute for Highway Safety, and others have found StabiliTrak to be highly effective in reducing vehicle crashes. General Motors offers StabiliTrak systems on many of its passenger car and light truck models.

See your owner's manual for additional information about the operation of StabiliTrak.

Q. How do I use StabiliTrak?

A. StabiliTrak operates independently of the driver. You should continue to drive your StabiliTrak equipped vehicle with caution and care. GM's StabiliTrak system, StabiliTrak is designed to be as seamless as possible in operation, and part of the overall vehicle response to make a good vehicle better

Q. How does StabiliTrak work?

A. StabiliTrak has the ability to apply control forces to the vehicle independent of the driver. StabiliTrak uses sensors to continuously compare the path indicated by the steering wheel position to the vehicle's actual path. If a discrepancy is detected, StabiliTrak selectively controls vehicle brakes and engine torque to create a yaw moment that helps restore the vehicle's actual path to the path indicated by the steering wheel position. StabiliTrak has the ability to help correct both understeer (where the vehicle is not turning as much as the steering wheel position indicates) and oversteer (where the vehicle is turning more than the steering wheel position indicates).

Q. Will a tire change affect StabiliTrak?

A. Use of tires other than original equipment may affect StabiliTrak performance. StabiliTrak is designed to make the best use of available traction. The performance characteristics of the original equipment tires are part of the overall system effectiveness. When you replace tires check the recommendations in your owner's manual. On GM vehicles, the original equipment tires have a "TPC" (Tire Performance Criteria) code on the sidewall. Replacing the tires with the same "TPC" code will help assure proper StabiliTrak performance.

GM offers Anti-Lock Brake Systems as standard or optional on all North American passenger vehicles and light truck lines. The computerized Anti-Lock Braking System (ABS) is designed to keep the vehicle's wheels rotating as the brakes are applied to assist the driver in achieving a controlled stop. Sensors monitor how fast the wheels rotate and feed the data continuously to the ABS computer. The vehicle's brakes slow each wheel as the brake pedal is applied. However, when ABS is activated due to road conditions, the system repeatedly releases and applies pressure to the brakes. The wheels can keep rolling, thus retaining steering ability and enhanced stability while providing a higher braking force on most surfaces than a locked wheel provides.

How exactly does ABS work?

In cars without ABS, hitting the brakes can cause the wheels to lock, leaving you unable to steer the vehicle until you decrease the pressure so the wheels can roll again. With an ABS, as you apply the brakes, the ABS computer monitors the wheel speed sensor information. If the computer senses that a wheel is approaching lock up, it sends a signal to the hydraulic modulator to reduce, then to reapply, brake pressure several times a second for as long as you maintain firm pressure on the brake pedal. The process is much like the threshold braking technique used with conventional brakes. However, ABS does it much faster and more accurately than any driver can, leaving you free to focus on steering away from obstacles.

Does ABS reduce stopping distances?

Yes, in braking situations where the wheels on a non-ABS equipped vehicle would lock up, ABS will generally provide shorter controlled stopping distance. The amount of improvement in stopping distance depends on many factors, including the road surface, severity of braking, initial vehicle speed, etc. On some surfaces, such as gravel roads, braking distances can be longer, but you will still have the control benefits of ABS. The important capability of ABS is control. ABS provides improved vehicle steerability and stability when braking.

What can affect the ABS advantage?

It is important that you follow the maintenance schedule recommended in the owner's manual of the vehicle, tires should be at their proper inflation level, the brake pads should be checked regularly, etc. While driving, you should sit comfortably, so that your hips are back in the seat and your knees are bent, even while braking. Your foot should be positioned so that your heel is on the floor and your toes are secure on the lower half of the pedal. And, though ABS may reduce stopping distance, remember: The faster you go, the longer it takes you to stop. Keeping a safe distance between you and the vehicle in front of you is always necessary, even with ABS.

What happens if ABS becomes inactive?

The ABS electronic control unit has on-board diagnostic capability. If a fault is detected, the vehicle will revert to the base brake system, and the ABS telltale on the dash will be illuminated. Should this happen, the vehicle should be taken to a dealership for repair as soon as possible.

How do I use ABS?

Depress and hold the pedal. DO NOT PUMP THE BRAKES (that prevents the system from working). Just hold the brake pedal down and let the ABS work for you. You may feel the brake pedal vibrate, or you may notice some noise, but this is normal as the system works for you.

Should I drive an ABS equipped vehicle differently than I would drive a vehicle with conventional brakes?

Most of the time, under normal driving circumstances, there is no difference, and you should always drive with the same caution and care. It is important to realize that ABS only makes a difference when it is activated—when you have to brake hard—and that would only be when the computer senses that a wheel is approaching lock up. When ABS activates, keep steady pressure on the brake pedal and then let the ABS work for you. Don't pump the brakes or try to find the threshold. Simply hold the brake pedal down and steer if necessary to avoid an obstacle.

Is ABS always active?

ABS is always available, but not always activated. ABS is activated only when the brake pedal is applied and the computer detects an impending wheel lock condition.

Can older cars be retrofitted with ABS?

No! The brake system is one of the most important features on any passenger vehicle.

Several products, which tap into the master cylinder and/or brake system performance, are being sold in the aftermarket. Some of these products imply performance similar to new vehicle anti-lock brake systems.

However, contrary to their claims, add-on systems, which deplete fluid from the master cylinder on brake apply may actually increase a vehicle's stopping distance. This may cause the vehicle to fail to comply with Federal brake standards.

Does ABS always activate at the same speed?

No, the system operates when the computer detects wheel lockup, at any speed above 8 mph.

Will ABS wear out a vehicle's brakes sooner?

A properly maintained brake system will be unaffected by ABS operation under typical driving conditions.

Are there different types of ABS?

Yes, there are rear wheel anti-lock systems (RWAL) used on some trucks and four-wheel ABS available on cars and trucks.

Do Federal Safety Standards mandate ABS?

No. Federal standards establish minimum braking performance requirements that all vehicles must meet, but do not specify how they should be met. It should be noted that even a vehicle with failed ABS meets the Federal safety standard for stopping distances.

Will a tire size change affect ABS?

Use of tires other than original equipment may affect ABS performance. Owners should consult and follow the recommendations contained in the vehicle owner's manual regarding replacement tire size. ***NOTE: ABS will work with original equipment spare tire or tire chains. However, performance is reduced.***

Do insurance companies give a discount for ABS?

Yes, many insurance companies give discounts that range from 5% to 10%. In the states of New York and Florida all insurance companies are required to give an ABS discount of 5% on certain coverages such as bodily injury, property damage, collision, and personal injury protection. In other states the discount varies from insurance company to insurance company. When buying auto insurance, always ask your insurance agent if his/her company gives a discount for vehicles equipped with anti-lock brakes.

MAINTENANCE/WARRANTY

MAINTENANCE	2-year/24,000-mile of that includes oil and filter changes, tire rotations and multipoint vehicle inspections. Covers only scheduled oil changes with filter and tire rotations according to your new vehicle's recommended maintenance schedule for up to 2 years or 24,000 miles, whichever comes first. Does not include air filters. Maximum of two service events. See participating dealer for other restrictions and complete details.
WARRANTY	Bumper-to-Bumper (including tires): Coverage is for the first 3 years or 36,000 miles, whichever comes first.
SHEET METAL	Chevrolet, Buick and GMC vehicles are designed and built to resist corrosion. All body and sheet metal components are warranted against rust-through corrosion for 6 years/100,000 miles (whichever comes first). Application of additional rust-inhibiting materials is neither necessary nor required under the Sheet Metal Coverage. Chevrolet, Buick and GMC make no recommendations concerning the usefulness or value of such products. Application of after-manufacture rustproofing products may create an environment that reduces the corrosion resistance built into your vehicle. Repairs to correct damage caused by such applications are not covered under your New Vehicle Limited Warranty. See your Chevrolet, Buick and GMC dealer for terms of this limited warranty.
POWERTRAIN	In addition to the 3-year/36,000 mile protection, many of your powertrain components are protected even further with coverage extending to 5 years or 100,000 miles, whichever comes first. Retail vehicles will come with a Powertrain Limited Warranty featuring at total of 5 years/60,000 miles (whichever comes first).
ENGINE	Engine coverage includes all internally lubricated parts, engine oil cooling hoses, and lines. Also included are all actuators and electrical components internal to the engine (e.g., Active Fuel Management valve, lifter and oil manifold) cylinder head, block, timing gears, timing chain, timing cover, oil pump/oil pump housing, OHC carriers, valve covers, oil pan, seals, gaskets, manifolds, flywheel, water pump, harmonic balancer, engine mount, turbocharger, and supercharger. Timing belts are covered until the first interval. Exclusions: Excluded from the powertrain coverage are sensors, wiring, connectors, engine radiator, coolant hoses, coolant, and heater core. Coverage on the engine cooling system begins at the inlet to the water pump and ends with the thermostat housing and/or outlet that attaches to the return hose. Also excluded is the starter motor, entire pressurized fuel system (in-tank fuel pump, pressure lines, fuel rail(s), regulator, injectors, and return line), as well as the Engine/ Powertrain Control Module and/or module programming.
TRANSMISSION/ TRANSAXLE	Transmission and transaxle coverage includes all internally lubricated parts, case, torque converter, mounts, seals and gaskets, as well as any electrical components internal to the transmission/transaxle. Also covered are any actuators directly connected to the transmission (slave cylinder, etc.). Exclusions: Exclusions from the powertrain coverage include cooling lines, hoses, radiator, sensors, wiring, and electrical connectors. Also excluded are the clutch and pressure plate, as well as any Transmission Control Module and/or module programming.
DRIVE SYSTEMS	Drive system coverage includes all internally lubricated parts, final drive housings, axle shafts and bearings, constant velocity joints, propeller shafts and universal joints. All mounts, supports, seals, and gaskets, as well as any electrical components internal to the drive axle. Also covered are any actuators directly connected to the drive axle (e.g., front differential actuator). Exclusions: Excluded from the powertrain coverage are all wheel bearings, drive wheel front and rear hub bearings, locking hubs, drive system cooling, lines, hoses, radiator, sensors, wiring, and electrical connectors related to drive systems, as well as any drive system control module and/or module programming.
TIRES	The tires supplied with your vehicle are covered by General Motors against defects in material or workmanship under the Bumper-to-Bumper Limited Warranty coverage. Wear-out is not considered a defect, and it may occur before the vehicle warranty expires. In this case, the owner is responsible for purchasing replacement tires, or seeking coverage solely from the tire manufacturer. For vehicles within the Bumper-to-Bumper Limited Warranty coverage, defective tires will be replaced on a prorated adjustment basis according to the mileage-based schedule in your Warranty and Owner Assistance Information booklet. After your New-Vehicle Limited Warranty expires, you may still have prorated warranty coverage on your original equipment tires by the tire manufacturer.

MAINTENANCE/WARRANTY (continued)

EMISSION CONTROL SYSTEMS	Defects and performance for car and light-duty truck emission control systems are covered for the first 2 years or 24,000 miles, whichever comes first. From the first 2 years or 24,000 miles to 3 years or 36,000 miles defects in material or workmanship continue to be covered under the New Vehicle Limited Bumper-to-Bumper Warranty coverage. Specified major components are covered for the first 8 years or 80,000 miles, whichever comes first. Defects and performance for heavy duty truck emission control systems including those found in 6.6L Duramax® Diesel Engines are covered for the first 5 years or 50,000 miles, whichever comes first. - Refer to your Warranty and Owner Assistance Information booklet for California emission control system warranty details.
TOWING	Towing is covered to the nearest Chevrolet dealer if your vehicle cannot be driven because of a warranted defect.
ADDITIONAL COVERAGE	Chevrolet 2-Year coverage is included with the purchase or lease of new 2016 Chevrolet models. Chevrolet 2-Year includes only the following: 2-year/24,000-mile (whichever comes first; up to a total of two service events): ACDelco dexos1®Oil and ACDelco Oil Filter Change (excludes Spark EV) 4-wheel Tire Rotation (excludes dual rear wheel vehicles, all Corvette models and select Camaro models - ZL1 model and 1LE package cars – due to their unidirectional tires; see Owner's Manual for details) 27-Point Vehicle Inspection (MPVI)
COURTESY TRANSPORTATION PROGRAM	If your vehicle requires warranty repairs during the 5-year/100,000-mile coverage period (8 years/100,000 miles for the Volt Hybrid vehicle), alternate transportation and/or reimbursement of certain transportation expenses may be available under the Courtesy Transportation Program (not available on Tahoe and Silverado). Several transportation options are available. Consult your dealer or refer to the Owner's Manual for details. Courtesy Transportation is not part of or included in the coverage provided by the New-Vehicle Limited Warranty. General Motors reserves the right to make any changes or discontinue the Courtesy Transportation program at any time without notification.
ROADSIDE ASSISTANCE PROGRAM	Chevrolet is proud to offer the response, security and convenience of the 24-Hour Roadside Assistance Program for a period of 5 years or 100,000 miles, whichever comes first. The program provides you with the following services during the New-Vehicle Limited Warranty period: Emergency Towing (to closest Chevy dealer from a legal roadway) Lockout Service (keys locked inside vehicle) Flat Tire Changes (spare installed) Fuel Delivery ($5 worth of fuel delivered on the road) Jump-Starts (at home or on the road) Refer to your Owner's Manual for details, including reservation of rights, or consult your dealer/retailer. --For specific terms and conditions, please contact your Chevrolet Roadside Assistance Program advisor at 1-800-243-8872.
WHAT IS NOT COVERED	All the above items are not covered for damage due to accident, misuse, alteration, insufficient or improper maintenance, contaminated or poor-quality fuel or environmental and chemical exposure . For complete details, refer to your Warranty and Owner Assistance Information booklet. This is a supplement to the express conditions and warranties described in the Warranty and Owner Assistance Information booklet. Other coverages are not extended or altered due to this supplement. Passenger car, light-duty truck, crossover and van owners requiring a more comprehensive coverage than what is provided with the New-Vehicle Limited Warranty are encouraged to consider a Chevrolet Protection Plan. This plan is available through Chevrolet dealerships. For more information, see the Extended Protection section on - http://www.chevrolet.com/owners/warranty.html.
ALTERATIONS AND WARRANTIES	AN IMPORTANT NOTE ABOUT ALTERATIONS AND WARRANTIES. Installations or alterations to the original GM-equipped vehicle (or chassis) are not covered by the General Motors New Vehicle Limited Warranty. The special body company, assembler, equipment installer or upfitter is solely responsible for warranties on the body or equipment and any alterations (or any effect of the alterations) to any of the parts, components, systems or assemblies installed by GM. General Motors is not responsible for the safety or quality of design features, materials or workmanship of any alterations by such suppliers.

About This Publication

This document is not updated during the model year and should not be used for ordering purposes. It is intended as a source of basic information. All illustrations and specifications in this literature are based on the latest product information available at the time of publication. General Motors reserves the right to make changes at any time without notice. For further details, consult your local dealer.

Care must be taken during customer installation of equipment and wiring to ensure that all holes drilled in the body are corrosion protected, properly sealed and that vehicle wiring harnesses, piping or other components have not been displaced or damaged. Aftermarket equipment installers must be mindful of applicable Federal Motor Vehicle Safety Standards. This information can be obtained directly from the National Highway Traffic Safety Administration.

These vehicles are equipped with an air bag system. The air bag system in your police vehicle includes front seat back, front knee and side curtain air bags. Customer installed equipment such as security barriers behind the front seats should not be mounted so that the barrier ends are within the side air bag deployment zones. The sensors and other components for the air bag system must not be relocated to accommodate the installation of customer furnished equipment; please refer to the service manual for sensor and other component locations. For information concerning instrument panel top pad mounted equipment and air bag system deployment zones, see the air bag information section in this catalog.

A note about vehicle alterations by independent suppliers: This document shows pictures of vehicles that have been altered or upfitted with equipment or components supplied to Chevrolet or its dealers by independent suppliers. Chevrolet is not responsible for the safety or quality of design features, materials or workmanship of any alterations by a supplier.

Copyright 2015 General Motors. All rights reserved. Chevrolet and the Chevrolet Emblem are registered trademarks of General Motors LLC.